THE GROOM'S GUIDE

HIS DUTIES AND HOW TO PERFORM THEM

FRANK T. BARTON,
M.R.C.V.S.



JOHN A. SEAVERNS

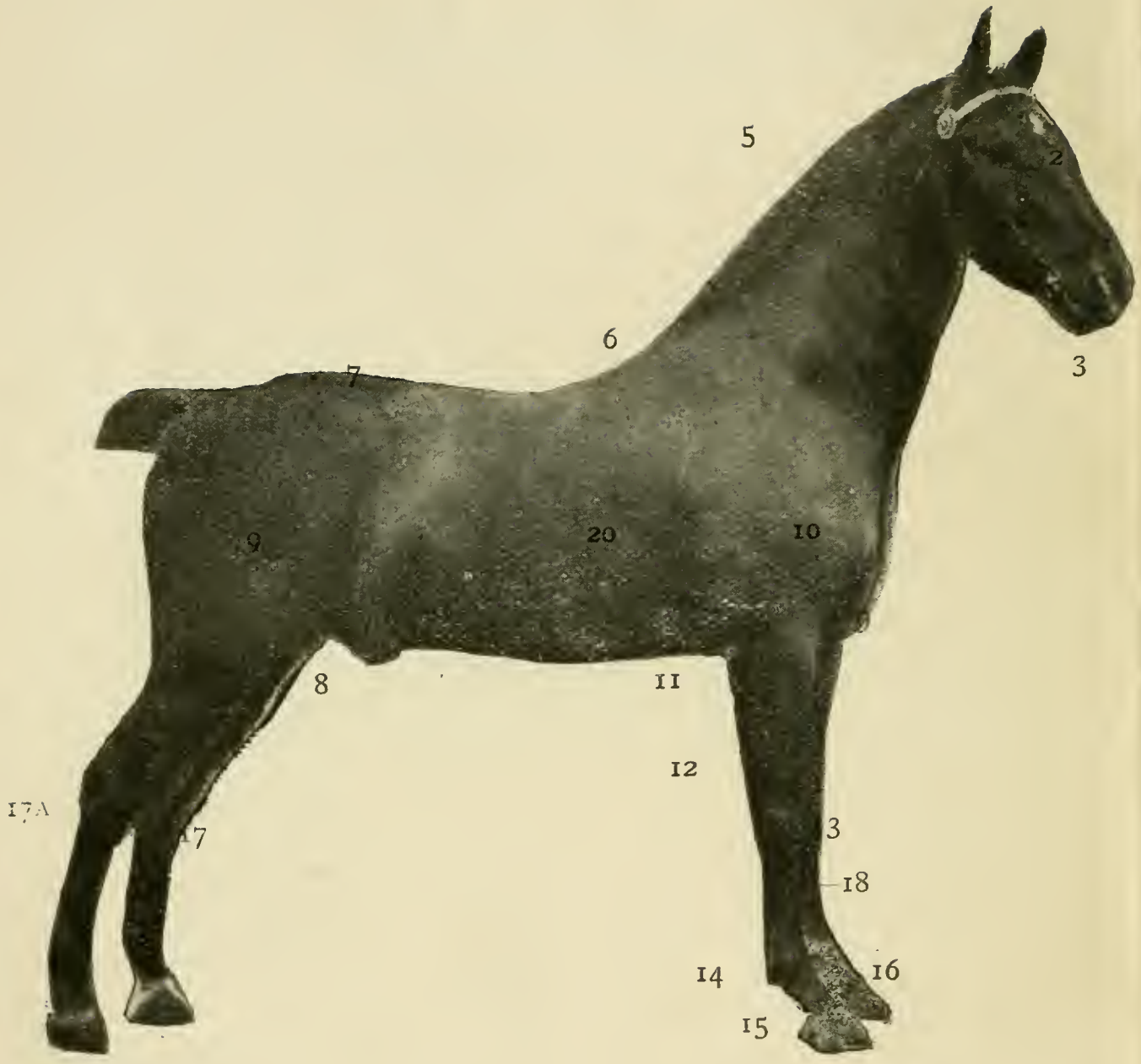
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EDITED BY

FRANK TOWNEND BARTON, M.R.C.V.S.

THE GROOM'S GUIDE



Some Points of the Horse.

1, The Nose; 2, Face; 3, Mouth; 4, The Poll; 5, Crest; 6, Whithers: 7, Loins; 8, Sheath; 9, Brisket; 10, Shoulder; 11, Elbow; 12, Fore-Arm; 13, Knee; 14, Fetlock; 15, Pastern; 16, Coronet; 17, Hock; 17A, Point of Hock; 18, Canon; 19, Thigh; 20, Ribs.

THE GROOM'S GUIDE

His Duties, and How to Perform Them

BY

FRANK TOWNEND BARTON

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AUTHOR OF

'The Veterinary Manual,' 'Unsound Horses, and How to Know Them,' 'Every Day Ailments, and Accidents of Cattle,' 'The Horse Owner's Companion,' 'Diseases and Accidents of the Dog,' 'Diseases of Poultry,' 'Our Friend the Horse,' 'The Age of the Horse and How to Tell It,' 'The Dog Owner's Companion,' etc., etc.

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Dedication

To All
entrusted with the care
of Horses.

Preface

The Groom's Guide has been chiefly written for the benefit of those following, or intending to follow the occupation of a groom, or a groom-coachman, but it has a further object, viz :—that of supplying those who may have to look after their own pony as owner, groom, and coachman combined.

It must be admitted, within the last few years, that the motor car, cycle, etc., have been detrimental to the latter class in

particular, but few will dispute that, given a handsome pony, either for saddle or harness purposes, *provided the animal be well groomed*, that the inanimate objects referred to, stand, and will ever stand, a long way in the rear.

The Author has known those who possessed motor car and cycle, yet he has heard such express themselves in language thus:—*Ah! it's nothing you know like driving a high-stepping, well-mannered pony.*

FRANK TOWNEND BARTON.

CONTENTS

FRONTISPIECE, SHOWING POINTS OF HORSE PAGE

CHAPTER I

GROOMING, - - - - - - - 9

Washing — Shampooing—Brushes and Brushing—Head-Stalls and Halters—Clipping and Singeing—Bandages

CHAPTER II

FOODS AND FEEDING - - - - 21

Nitrogenous Foods—Hydrocarbous Foods—Carbo-Hydrates—Oats—Barley—Wheat — Maize — Beans — Peas — Linseed — Linseed-Cake — Bran — Chaff — Hay — Straw — Artificial Grasses — Swedes—Carrots—Feeding—Watering

CHAPTER III

VENTILATION, DISINFECTANTS, ETC.. - 43

Air and Ventilation—Temperature of the Stable—How to give a Ball or Bolus—How to give a Draught—Physic—Disinfectants

CHAPTER IV

CLEANING STABLE, FITTINGS, ETC. - 55

Cleaning Stable, Fittings, and Appliances—Cleaning and Preserving Harness—Cleaning Rusty-bits, Stirrups, etc.—Cleaning Harness Mountings; Plated Stirrups, Spurs, Bits and Fittings—Lamps—Measuring for Harness—Clippers—Summer Clothing—Winter Clothing—Knee-Caps—How to Measure for a Horse-Rug—Cleaning Saddles and Riding Bridles—Care of Clothing—Cleaning and Preserving Boot-Tops — Groom's Clothing — Saddle Clothes or Numnahs—Stable Requisites

CHAPTER V

BITS, MARTINGALES, REARING, SETTING, ETC. - - - - - - 76

Different Varieties of Bits—The Snaffle or Bridoon-Bit—Ring Snaffle—Pelham Bit—Weymouth and Driving Bits—Bearing Rein and its Uses—Martingale—Nose-Band—Kicking in Harness—Rearing — Setting — Stumbling —Shying—Weaving — Crib-Biting—Wind-Sucking

CHAPTER VI

ELEMENTS OF RIDING AND DRIVING - 89

Riding—Driving—Exercising

CHAPTER VII

CARE OF THE FEET, SHOEING IN WINTER, THRUSH, CORNS, ETC. - - - 102

Care of the Feet and Removal of Shoes—Shoeing in Winter—Forging—Brushing or Cutting—False Quarter—Sandcrack—Puncture of the Foot—Founder of the Feet—Bruises to the Coronet—Thrush of the Feet—Corns

CHAPTER VIII

TREATMENT OF HORSES ON BOARD SHIP, BLISTERING, ETC. - - - - 114

Treatment of Horses on Board Ship—Blistering—Special Feeding of Sick Horses—Cleaning and Preserving Carriages

CHAPTER IX

SOME DISEASES - - - - - 123

Influenza—Cold in the Head—Glanders and Farcy—Megrims—Cramp—Kicks

CHAPTER X

INJURIES OF THE SKIN, ETC. - - - 129

Collar, Saddle and Girth Galls—Speedy-Cutting—Mange—Ringworm—Mud-Rash—Wounds—Sprains—Bruises

CHAPTER XI

SOME TROPICAL DISEASES - - - 137

Surra—Dourine—Cape Horse Sickness—Anthrax

CHAPTER XII

DISEASES AND INJURIES OF BONES, ETC. 142

Splint—Spavin—Ringbone—Curb—Sore Shins—Side-Bone—Capped Hock—Capped Elbow

(SUB-SECTION)

Care of the Teeth

CHAPTER XIII

RECIPES, - - - - - - 150

Boot Top Liquid—Same for White and Brown Tops—Harness Dye—Harness Blacking—Harness Paste—Liquid Blacking for Shoes and Boots—Axle Grease—Waterproofing for Boots—French Plate Powder—Brilliantine for the Hair—Glycerine and Lime Cream for the Hair—Shaving Cream—Razor Paste—To Remove Grease Stains—To Remove Paint Stains—Paste for Cleaning Brass Fittings

THE GROOM'S GUIDE.

CHAPTER I.

GROOMING.

Washing.

SOILED portions of the body or limbs of light coloured horses should be sponged with a little water and soft soap, then vigorously shampooed until thorougly dry.

If the bedding be kept as it should be, there will not be much necessity for doing this.

Some owners insist on their grooms

sponging their horses all over the body after coming in from work, even in winter in some instances, but the after drying must be 'thorough.' Washing the feet in cold water as soon as the animal comes in should always be done, but if the legs are also washed, the groom must not be satisfied with half drying them, otherwise there will very likely soon be more trouble in store. After the legs have been washed, and the last traces of moisture removed, they can be bandaged—using flannel ones in preference.

Driving a horse into a pond or stream daily is not a good practice, unless his legs are well rubbed after coming home. Cracked heels are very liable to result through this cause.

Shampooing.

To give a horse a vigorous shampoo

requires a fairly good display of both energy and strength, combined with respect for 'method,' without which no groom can ever hope to attain the highest rungs of his occupation.

If the horse is very hot when it returns, it is a good plan to give it a little exercise before taking off the collar, saddle, or harness pad, as the case may be. Failing this, cover with an old woollen rug for a short time; then take off the rug and remove the collar, saddle, etc. In summer all this can be easily done outside the stable. The feet having been cleaned, wisp the animal with straw, starting at the head and face, on the left side, ending at the near hind foot. Repeat this operation on the right side.

As soon as the hair is dry—but not until—the dandy brush should be well laid on, the curry-comb being held in the

left hand so that the brush can be run over it for removing hair, dust, etc., from the former. Some grooms take off all the loose mud, etc., with the curry-comb, but it is not made for this purpose. Lastly, go over the body and legs with a damp (slightly so) chamois leather so as to bring the coat well into its place, finishing off with a very dry chamois. Brush the mane, forelock, tail, etc. Sponge around the eyes, under the tail, and the sheath. The last named should be cleaned out with carbolic soft soap, and warm water once every two or three weeks. Now fasten on the rug, and if a roller be used it is better not to buckle tightly because the rug keeps better in its place if somewhat loose.

Self adjusting rugs, of course, need no surcingle. No matter whether the animal has been at work or not, it requires

brushing, leathering, etc., night and morning. When a groom has nothing better on hand he may do worse than by utilising his time with the chamois upon his charge.

Brushes and Brushing.

A small sized dandy brush, body brush, water brush, cushion brush, clothes brush, spoke brush, and a set of blacking and compo brushes are indispensable in the stable. The best quality being the most lasting and cheapest in the end.

The water and dry brushes should be kept quite separate, and when the former has been used, they should be dried in the open air, if possible, before being put away. Nothing spoils the bristles sooner than putting a brush away before being properly dried.

A couple of small boxes may be retained for keeping brushes in, so that they will always be at hand when required.

The body brush should be used after the dandy brush, but it need not supersede the use of the chamois leather.

When cleaning the spokes of a wheel—unless the brush has a rubber back—care must be taken to avoid striking the varnish with the hard back of the brush.

Head-Stall and Halters.

The best head-stalls are made of stout, pliant leather, made more ornamental by having an enamelled fore-head strap.

Patent ties are now in use in the best stables. They prevent the animal from getting into mischief. The best of these are noiseless; fixed to the wall; have the chains only exposed, together with free running of the weighted end.

The cheapest — though not the most satisfactory—halters are those composed of 'jute.' White, broad, and webbed hempen

halters are the best, lasting for a reasonable time. These halters can be cleaned, and then rubbed up with pipe-clay. They are sold in sizes suitable for ponies, harness, and heavy horses. The free end is usually fastened by means of a 'log,' which should touch the ground when the animal is feeding. If left too long a horse may get its leg entangled, struggle, and damage itself. Some horses are, however, very 'canny' when they get a leg over the rope or chain, remaining uninjured in this position for perhaps hours. However it is very risky, therefore a careful groom will always pay special attention to its fastening, especially when 'suppering up' for the night.

Clipping and Singeing.

When horses are regularly groomed, clothed and kept in a stable where the

temperature is equable, they require no clipping, a fine summer-like coat being retained at all seasons of the year.

Some horses are remarkable in respect to having a short and shiny coat, usually associated with a thin skin.

In certain parts it is the custom to clip the limbs and only half the body, whereas others leave the legs untouched and clip the upper part of the animal—diametrically opposite customs.

In other instances a portion of the hair under the saddle is left on.

When the weather is cold and the whole of the body and legs have to be clipped, the animal should be very warmly clad for the next ten days or a fortnight. The writer thinks this to be the most satisfactory plan. Some horses are very restless and even troublesome to clip, therefore the twitch should be applied.

Before beginning the operation brush all the scurf, etc., off the skin, otherwise the free use of the clipping machine is impeded, for the oiling of which sperm or paraffin oils can be used.

After having gone over the body twice, the 'fine' clippers (such as used by hairdressers) may be used to finish up any odd parts where the hair is short and fine, such as that upon the ears, nose, face, etc., whereas the long hairs under the jaw, chin, and thigh can be 'singed' off with advantage.

Many grooms go over the whole body with the 'singer,' whilst others object to using it at all.

The hair upon the mane and tail should first of all be well combed, and then trimmed with the trimming comb and scissors.

Both for the clipping of horses and the

shearing of sheep, the Barton-Gillette chain clippers are largely employed, and they are said to give a much better 'finish,' whilst the time occupied to clip a horse is only about one quarter that taken when hand clippers are used.

Bandages.

There should be at least two or three sets of bandages in every stable.

The ordinary home bandage is made of linen or flannel, five inches wide and seven and a half feet in length. Excellent bandages can be got at 3s. 6d. per set of four. In summer, linen bandages should be used, flannel in winter.

Grey or fawn ones are preferable to white, being less liable to show stains, etc.

It is chiefly the lighter breeds of horses in which the custom of bandaging pre-

vails, and it is one which is well worth any extra trouble it may cause.

The fore, hind, or all the lower parts of the limbs may be bandaged, but not before the legs have been thoroughly cleaned and dried.

Some practice is necessary to bandage the legs neatly and firmly, therefore beginners should practice during any spare time.

To make a neat job it is essential to roll the bandage up very tightly and evenly. This can be done by laying it on one's thigh whilst rolling it up, starting, of course, with the tape-end and on the side to which the last named is attached.

Adjustable bandage winders are also sold for this purpose, but do not form a needful part of any stable equipment.

When the bandage has been properly applied, the tapes should be tied off just below the knee or hock accordingly.

Some grooms remove the bandages in the daytime, even when the animal is standing in the stable, but we think that, provided the horse is not needed for work, it is better to take them off and re-apply.

The lower portions of the legs are then kept 'fine' and free from swelling.

Slight sprains of the tendons are easily cured by wetting the bandage—a linen one, with cold water—and then covering this with a tightly adjusted flannel bandage.

After washing bandages they should be well dried, pressed, and then rolled tightly. This keeps them in good shape for application.

CHAPTER II.

FOODS AND FEEDING.

In order to feed a horse properly it is advantageous to have an elementary knowledge, at least, of the nature and feeding value of certain vegetable food stuffs, therefore we shall now mention some of the more important facts in connection therewith.

Nitrogenous foods, as the name implies, are substances containing nitrogen in addition to carbon, hydrogen, and oxygen. The juices of many plants are of this nature. (Vegetable albumen.) This class of food stuffs help to repair body-waste, form fat, and create energy.

Hydro-carbons are represented by fats, such as those contained in linseed, rape, oats and maize, etc., are fat-forming and heat-giving substances, likewise assist in the manufacture of bile, etc.

Carbo-hydrates.—These are of a starchy nature, and are typically represented by sugar and starch.

Their use is that of heat giving, flesh-forming, and the production of various organic acids within the economy.

The chief foods for the horse are as follows :—

Oats.

These are given whole or bruised, either alone or mixed with one or more other food stuffs.

They should be given 'whole' to young horses and those having a good set of 'grinders,' but in the case of aged horses,

or those having weak digestive organs—indicated by symptoms of indigestion—it is preferable to use them 'bruised.' Many farmers feed the whole of their horses on bruised oats and straw, but this is not the most economical or 'ideal' manner of feeding the horse; a mixed forage being preferable. Good oats should weigh about 42 lbs. to the bushel, be one year old, hard, dry, glossy, and free from any musty smell, oats of the latter class being exceedingly injurious, frequently causing excessive staling, (Diabetes.)

Kiln-drying is a process often employed to destroy the musty odour attached to damaged oats, and of course grain thus treated is distinctly inferior. The same process has also another aim, *viz.*:—that of converting 'new' oats into the same appearance as 'old' ones. Sometimes damaged, also black oats, are treated

with sulphur gas so as to bleach them. This is easily detected by rubbing in the palms of the hands.

If oats alone are used, the amount for horses at work ranges from 6 to 15 pounds per day.

For a cart horse a good mixed fodder, with oats as the *principal* constituent, is as follows :—

Bruised Oats, - -	20 lbs.
Bruised Beans, - -	4 ,,
Crushed Maize, -	4 ,,
Bran, - - -	5 ,,
Chaff, - - -	40 ,,

Well mixed together and given slightly moistened with water at each feeding time.

The maize can be replaced with linseed either altogether or in part, whilst the same may be said of the substitution of split peas for the beans.

Barley.

Some farmers use a great deal of boiled or steeped barley for feeding their horses, but all things considered it is not as useful as oats for this purpose. The grain contains less fat and more starchy materials than the cereal last named. The husk is irritating.

After removing the coverings of the grain, and polishing the seeds, it is known as 'pearl barley," and the latter when ground constituting barley meal.

Given to horses barley makes their dung rather offensive. Barley mashes are made by pouring hot (not boiling) water over the grain about one hour or so before using. Barley is a good deal used in India, being first parched and then twice crushed, until about as fine as flour.

Wheat.

This cereal is but seldom given to horses, so many having been injured through using

it. If given in small quantities—three lbs. or so per day—it should not do any harm, but rather the reverse. Many horses have become foundered through partaking of it in its green state.

Maize.

For horses 'out of condition' this is a most excellent fodder when mixed with chaff, or with other grains and bran. In some parts of Scotland, maize and chaff constitute the staple food for working horses.

We do not recommend it to be used as a substitute for oats, because it is too fattening, and it makes the animal rather 'soft' in flesh, sweating easily under severe exertion. It should only be used in its bruised state. It may be given dry, or after steeping in water. About 6 lbs. of crushed oats, 2 lbs. of crushed maize, and 2 lbs. of bran, mixed with chaff, makes an

excellent forage for a night and morning meal, along with hay. This quantity for a medium sized horse in active work.

Beans.

These should always be given bruised—not merely split. For putting horses into good hard running condition, this food, added to others, cannot be surpassed. Two or three pounds per day will be about the right quantity to give.

There is more nitrogenous, but less starchy, material in beans than peas.

Beans are particularly valuable for horses liable to scour after undergoing exertion, owing to the 'binding' nature of them. Sometimes beans are given 'boiled' along with barley, but preferably mixed with oats, bran and chaff.

Peas.

Crushed and mixed with other fodder,

form a valuable adjunct to the daily rations.

Linseed.

The addition of, say from ½ to 1 lb. of linseed to the other food daily, can be given with advantage.

It can be given whole, crushed, or as meal, either in the dry state or as linseed-tea, *i.e.*, an infusion made by steeping linseed in water and allowing it to simmer by the side of the fire.

Animals receiving a daily allowance of linseed generally show an improvement of coat, skin, etc. Mixed with scalded bran, oats, beans and chaff, a most valuable fodder results.

Linseed Cake.

Although not much used in stables—un-

less upon farms—linseed cake is most excellent for horses.

A piece—about the size of one's hand—given once a day, will be found beneficial.

Bran.

No stable should be without Bran, and that of the very best quality obtainable.

This substance is rich in both nitrogenous and starchy materials, but quite unsuitable for feeding horses upon alone. It is generally mixed with either oats and chaff, beans, peas, maize, etc., preferably slightly moistened with water. Bran mashes are made by using either boiling or cold water, also in the same manner for making poultices.

Whenever the bowels are at all constipated, wet bran, treacle and linseed meal mashes should be given until a soft condition of the dung is brought about. Good

bran should have a pleasant odour and leave a mealy mark when rolled in the palm of the hand. When dark coloured and the flakes shrunken the bran is old, and of little use unless for poultices.

Chaff.

For cutting into chaff equal parts of hay, and oat, barley, or wheaten straw should be used and cut into pieces about half an inch in length, and then mixed with corn in the proportion of 40 pounds of chaff to 20 pounds of oats or other grain.

It is not a very good plan to use whole grain with chaff because much of the former may be wasted. It is advisable to slightly sprinkle the chaff with water each time the horses are fed.

Hay.

As this is one of the most important

articles of forage, it follows that the horse-keeper should have a knowledge of what constitutes good, bad or indifferent hay, and thus be able to pick out some of the best feeding grasses from any sample placed before him. For this purpose the reader cannot do better than consult 'Elements of Agriculture' by Dr. Fream. Much of the hay grown is distinctly inferior, so far as real feeding value is concerned to the best straw. The soil upon which the grain has been grown has an important influence over its value. Before using hay it should be one year old, being considered as new up to the end of September.

Well saved hay should be of a pale-green colour, have a fresh, sweet aromatic odour—absolutely free from dust, blackness, and mildew, and when judging it, samples should be taken from different

parts of the stack so as to know whether it is of an uniform quality.

Hay which has been too much wetted during harvesting is pale in colour, defective in odour, unless it be musty. Much of the Scotch hay is exceedingly poor; bad in composition, and badly harvested.

Dusty, mouldy, mow burned, washed, and hay containing much Yorkshire fog (Holcus) grass, is practically useless and even deleterious to horses. It is as economical to feed a horse on bracken ferns, as give it such trash as that just named. Rye grass—though excellent alone—is distinctly improved for hay when grown along with other grasses of reputed feeding value.

The amount of hay to be given to a horse per day should be from 10 to 12 lbs., in addition to its allowance of corn, provided that the animal has a fair amount

of work each day. About half this quantity is given to 'racers' and 'trotters; whereas many cart horses have as much as 32 lbs. of hay, daily. Horses having fast work to perform should never be overburdened in the stomach through the use of too much bulky food, like hay and straw.

Straw.

In certain parts of Scotland, straw—especially oat-straw—is largely used for feeding horses, and with very satisfactory results.

There can be no question that the best oat-straw is decidedly superior to bad or indifferent hay. All straw is deficient in nitrogenous material, its chief value being in carbo-hydrates, hence its feeding value when given along with a sufficiency of corn.

Oat is preferable to barley and wheat straw, being less bulky, consequently digestive disturbances are not so liable to result from its use.

It can be given either whole, or chopped.

Good oat straw should 'be fine in the straw,' and unbroken. Mouldy, and 'washed' straw is useless for feeding purposes. When removing straw from the 'rick' a dry day should be selected, so as to get it under cover without getting it wetted. Pea and bean straw, though not very rich in nitrogenous substances, are not in general use as fodder for horses.

Furze (Gorse).

Horses are, as a rule, very fond of this, and were it not so much trouble to prepare, it might come into more general

use, being very abundant in some localities.

After about three years' growth the bush is cut down, and its young shoots, when ready, are then crushed in what is called a 'Gorse-Mill,' the cylinders of which are so arranged that the prickles are bound to be crushed. About twenty pounds can be given daily, either alone or mixed with other foods.

Artificial Grasses.

Although spoken of as 'grasses,' most of these plants belong to a family widely different from grasses. The clover, trefoils, Lucernes, etc., are usually classed under this heading.

Most of these 'artificial grasses' form valuable articles of horse feeding, either in the dry or green condition.

Every horsekeeper knows how much his

'charge' appreciates a 'bundle of green meat'—especially when the animal has never a chance of being turned out to bite the succulent herbage that nature has provided for its use.

Sainfoin—of which there is two sorts, viz: the common and the giant—is better than either Lucernes, or tares.

The chief clovers are: white or Dutch, red, crimson, alsike. A good mixture for a temporary purpose is: Lucernes, sainfoin, red clover, alsike clover, along with timothy, rye, and cocksfoot grasses.

Swedes.

A whole swede, given morning and night, is an excellent thing, more especially if the animal is chiefly having dry food. Boiled swedes or turnips—preferably the former—are largely employed by some

farmers for feeding their horses. It is given mixed with their corn, etc.

It is not every horse that will eat swedes at first, but after a time they become immensly fond of them, thriving better, and require less water.

Carrots.

Most horses are very fond of carrots, and there is no doubt they form a very valuable addition to the food.

A sick horse will often eat a few carrots when it will look at no other food, hence the groom should always try and obtain a few bushels in case of emergency. Many farmers give each horse a bushel of carrots per day, mixed with chaff.

They can be given either whole, or cut up fine. If cut into pieces of moderate size there is a risk of 'choking.'

White Belgian carrots are a most productive sort for feeding purposes.

Feeding.

The horse, in relation to his size, has a remarkably small stomach, but a correspondingly large surface of bowel.

Owing to the small size of the stomach it follows that the animal requires frequent meals, given in small quantities and at regular intervals, whenever possible.

The groom will do well to learn the following :

RULES TO BEAR IN MIND IN FEEDING THE HORSE.

A. To accustom the animal to drink its water before food.

B. Feed early in morning and last thing at night.

C. Regulate the corn supply in accordance with the work the horse has to perform.

D. Always feed an hour or two before the animal is required for work.

E. Never drive fast immediately after feeding, if such has to be done; and avoid the use of hay or straw under these circumstances.

F. Do not give 'extra' food immediately after the animal has gone past its usual feeding time. This is liable to bring on disorder known as 'gorged stomach.'

G. When going on a long journey and the horse is likely to be out of touch with any 'baiting' establishment, take a small supply of corn with you.

H. Feed four or five times each day, but do not necessarily increase the amount of food beyond that which you

would give if the animal were fed only three times.

I. During the warm weather—unless the heat be excessive—allow the horse to be out at pasture as much as possible, but not before the dew has been dried off by the sun.

J. Remember that during the winter the animal requires more oats, beans, bran, etc., than in the summer.

K. Lastly, do not fail to bear in mind that some horses requires their fodder dry, others wet, whole, chopped, or bruised, in accordance with the age and constitution of the animal, and it is just this class of horse that tests the groom's abilities, if his stud has to be kept as a credit to master and himself.

Watering.

Some stables are fitted with a self-supply-

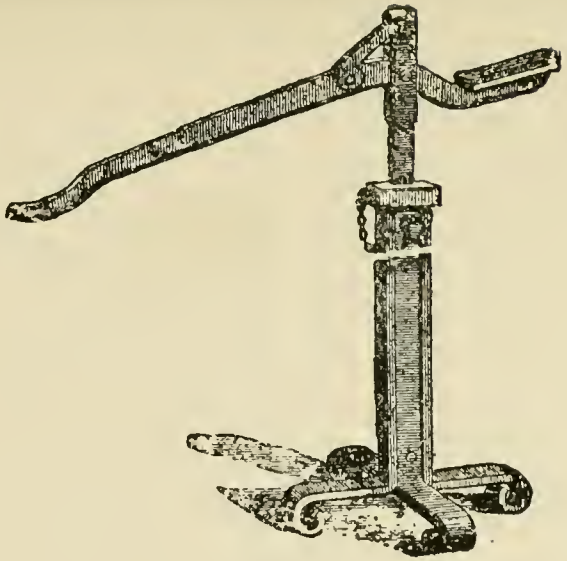
ing water-basin alongside the manger, so that a plentiful supply of fresh water is always within the animal's reach.

Commonly 'watering' is carried out by pails, or the animal is taken to a trough close by. If the latter method be adopted, the groom should take particular care to clean the trough out regularly, otherwise it is almost sure to become 'slimy' and the water stagnant. This is particularly liable to happen during hot weather, when the water should be changed frequently, especially if exposed to the sun. Few horses relish tepid water to drink.

Water three times a day, before feeding, if the animal will drink at this time. Habit has much to do with it.

Water about farm-yards sometimes becomes contaminated with 'nitrates' arising through pollution proceeding from a dung-pit. Such water is exceedingly injurious

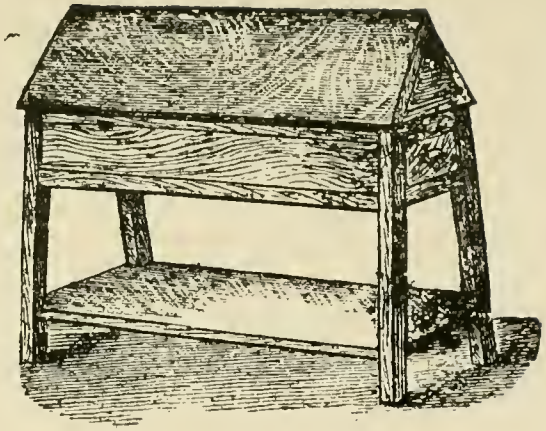
to animals, and we have known them refuse to drink of this water. Water is also liable to become injurious when standing in a leaden cistern.



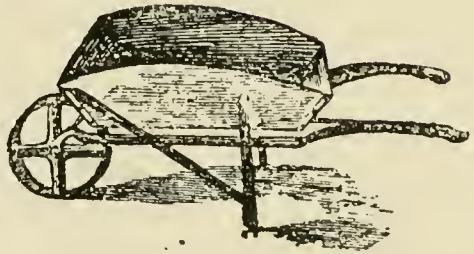
Carriage Lifter.



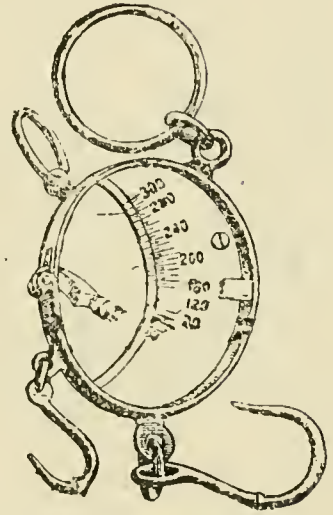
Whip Holder.



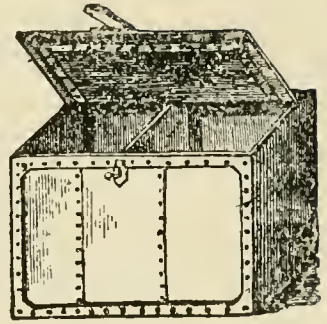
Saddle-Cleaning Table.



Iron Wheelbarrow.



American Spring Balance.



Iron Corn Chest.

SOME STABLE AND HARNESS-ROOM APPLIANCES.

CHAPTER III.

AIR AND VENTILATION.

PURE air is essential for the maintenance of health, and in order that animals may receive a pure supply of this, it is necessary that proper attention be paid to the ventilation of a stable.

The atmosphere in a stable soon becomes impure when the doors, windows, etc., are closed, partly through the carbon and oxide gas given off from the lungs, and partly through gases arising through the decay of animal and vegetable waste materials.

Pure air is composed of two colourless gases, oxygen and nitrogen, mixed to-

gether in the proportion of 21 parts of the former to 79 parts of the latter, together with traces of carbon dioxide, ammonia, watery vapour, ozone, etc.

The moisture varies with the temperature.

The oxygen gas is for the purpose of respiration, and the nitrogen to dilute or weaken its stimulating properties. Immediately after a horse comes into the stable from work the amount of carbon dioxide given off from the lungs is much greater than when it is standing at rest, hence the special need for seeing that the windows, etc., are properly adjusted at this time.

Many stables have little or no ventilating appliances, it having been thought, apparently, that animals could live well enough in any sort of atmosphere. Even in the present day one is often struck with

the negligent manner in which the ventilating arrangements are planned and carried out.

A good ventilating system is that of admitting air by adjustable valve windows, and having the outlet, for the impure air, in the roof.

Temperature of the Stable.

Many horse dealers make it a practice to keep the air in the stable as warm as they can, because a hot atmosphere favours fattening and makes the animal have a glossy coat. Many a groom must have noticed the 'loss of bloom' upon his master's purchase from this source, after coming under his charge, simply because the mount is no longer kept under such artificial and artful, we may as well add—conditions. The average temperature for

a stable should be from 45 to 50 degrees Fahrenheit.

How to give a Ball or Bolus.

To give a horse a ball in a dexterous manner requires some practice, but every groom should be able to give medicine in this manner, because veterinary surgeons find this a convenient form in which to administer certain drugs they wish to prescribe.

There is no need, as a rule, to use either the balling iron or gun.

Slacken the halter or head collar, so as to allow the mouth to open as much as possible, and then 'back' the horse into its stall, or against a wall, withdrawing the tongue with the 'left' hand, standing at the same side of the head. The ball is now taken between the tips of the three first fingers of the 'right' hand and placed as

far back on the tongue as possible, taking care to do this quickly whilst the left hand still keeps hold of the organ.

One assistant may help to keep the animal's head 'low' whilst delivering the ball.

With a little practice many horse attendants soon become experts at the art.

How to give a Draught.

To administer a draught to a horse without spilling any of it requires considerable skill, but everyone having the charge of horses should know how to do it properly. Some horses will hold medicine in their mouths for ten or fifteen minutes before swallowing, so that patience must be exercised when dealing with an animal of this class.

Under these circumstances we have seen the horse-keeper 'pinch' or press the

animal's throat, a dangerous and useless practice, and one deserving severe condemnation.

For giving the medicine a pint tin bottle is preferable to one of glass or stone, but the latter are commonly employed, and do well enough if care be exercised to prevent the bottle neck being bitten and broken.

Having got the draught ready for use, back the horse into the stall and put on the twitch, the long handle of which is grasped by an assistant so as to push the animal's head 'well up,' whilst the groom giving the draught stands on the left (now near) side, inserting the point of the bottle neck within the cheek and into the space of the mouth lying between the molar and nipping teeth.

Allow the liquid to flow slowly out of the bottle, supporting the lower lip during the act of swallowing.

The pouch formed by the lower lip often lodges a great portion of the draught, therefore before letting the head down see that all the medicine has been swallowed, otherwise about one half will be wasted in this manner.

In place of the 'twitch' a cord can be placed in the mouth and around the upper jaw, to pass under the nose strap of the head collar, and then the free end of the rope thrown over a beam, so as to pull the head up. Instead of the latter being pulled up, it is a general practice to pass the prong of a stable fork through the noose, and so push the head up.

We do not recommend this plan, as an injury to the eye may easily happen if the if the animal be at all restive.

Special appliances are also manufactured for giving medicine, the chief of which consists of a perforated bit, with funnel

and bridle attached. The prices of which range from 5/- to 30/-

Physic.

Purgative medicine is commonly given to the horse in the form of a ball, the usual chief component of which is Barbadoes aloes, though of course, in the treatment of disease, the Veterinarian often finds it necessary to excite the bowels to speedy action through the use of various other medicaments.

From four to eight drachms of Barbadoes aloes are obtainable in the balls as sold ready prepared. When the aloes are in solution—dissolved in spirits of wine and water or sal volatile and the latter—very much (say double) larger doses are necessary.

The amount of aloes to be given to any horse must be regulated by (*a*) the size of the animal; (*b*) the effect it is desirable

to produce ; (*c*) the condition of the bowels at the time of administration ; (*d*) the condition of the animal. Some horses—especially if living upon coarse straw and other dry foods—are very difficult to purge, even though they be given double the maximum doses of aloes.

As a rule, before giving physic, the groom should prepare the animal for it, by feeding upon wet bran, to which a little linseed has been added, unless such be countermanded by the veterinary surgeon in attendance.

Before turning out to grass, the groom may give a dose of physic, obtainable from any veterinary surgeon, who will regulate the dose in accordance with the size of the horse, etc.

Under ordinary circumstances it takes about twenty-four hours before the ball begins its action, therefore it is a good

plan—unless contra-indicated—to exercise freely during this time.

When the physic has began its work, the animal should not be driven, but kept indoors, until such time as all danger of over-purging has passed, when it may be turned out to grass, or driven as the case may be.

Excessive purgation produces colic and sometimes—which is still more serious—founder in the feet.

Disinfectants.

There are agents for destroying pestilential odours in stables, etc., and are extensively employed not only for this purpose, but also with a view to limiting or controlling the spreading of contagious diseases such as, influenza, glanders, etc.

The disinfectant in most general use is carbolic acid, preferably in the liquid form. If the common brown acid be purchased,

it has an advantage over many other disinfectants, in as much as it is exceedingly cheap.

Powdered disinfectants cannot ever be as effectual as solutions, so that we always recommend the last named.

Chloride of lime; Jeyes' fluid; sanitas; zotal; chinosol; climax disinfectants; McDougall's sheep-dipping are chief amongst the disinfectants and can be had from most chemists. Amongst the soluble ones, 'zotal' is the most powerful.

It should be mixed with water in the proportion of four tablespoonfuls to two quarts of water.

In the event of an outbreak of any contagious disease in a stable, the groom should scrub all fittings with a stronger solution, using hot water. Proportion: four tablespoonfuls to every quart. Carbolic acid can be used of the same strength.

Stall posts, mangers, hay-racks, head-collars, pails, chains, and all adjustable and non adjustable fittings should be thoroughly washed with the stronger solution after horses recover from any communicable disease. Wash down surface drains and floors with the weaker disinfectant water.

When washing out the stable on ordinary occasions, it is a very good plan to add a small quantity of disinfectant to the water, at the same time flush the drains with a strong solution.

Chlorine and sulphurous acid gases are sometimes used for disinfectant purposes.

Sulphur candles, or squares, are sold for making the last named gas, but throwing some flower of sulphur on red hot coals produces the same effect.

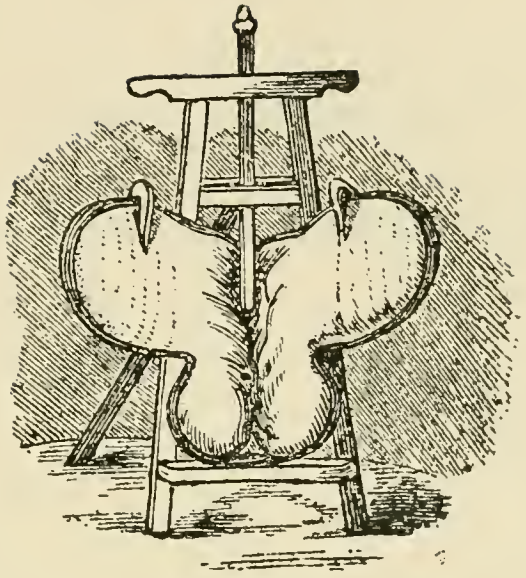
Formalin and carbolic vapours are frequently employed, but require a little more careful manipulation.

CHAPTER IV.

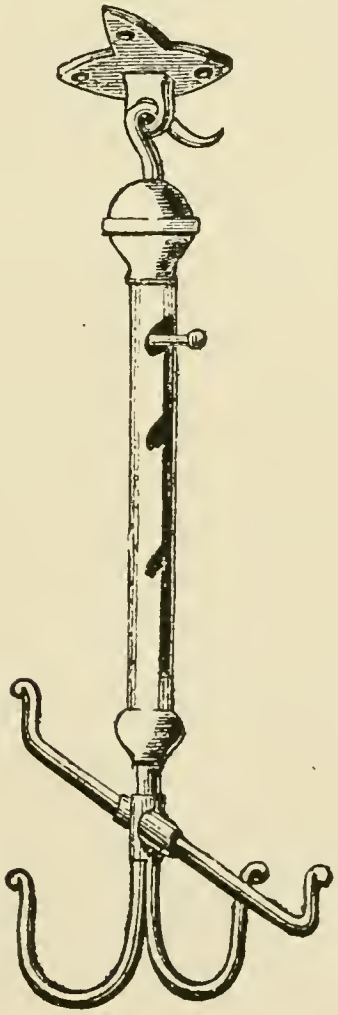
CLEANING STABLE FITTINGS AND STABLE APPLIANCES.

When the weather is favourable, the floors of the stalls, loose boxes, and other accessible portions, of tiled or cement work should be brushed and washed over with water daily, the doors and windows being thrown wide open so as to allow the air to dry the floor as speedy as possible.

If it is not good drying weather it is better to avoid the use of much water on the floor, etc., taking care however to clean the latter with a good brushing. Under



Saddle-Airer.



Telescope Bracket for Fixing Harness to whilst Cleaning.

these circumstances twice a week should suffice.

Cobble-stone flooring is very difficult to clean and liable to become very damp through urine, etc., settling down between the cobbles, being rendered still worse through too frequent washing.

Always make a point of cleaning the floor first thing in the morning, all soiled straw being removed spreading the rest out as much as possible to dry.

During the day-time a considerable saving of straw is affected by leaving the animal without any bedding but it is not every master that will tolerate such economy, preferring a neat and comfortable appearance for his animals, at all times. The droppings should be frequently taken up throughout the day, and soiled particles of straw carried away. The same holds good when

peat moss litter, or sawdust, are used as bedding materials.

As both of these absorb large quantities of urine, frequent turning, or raking, are necessary.

In the writer's opinion, they are distinctly inferior to straw, whilst sawdust manure is practically valueless, and even damaging when applied to dry soils.

It requires about half a bale of moss litter—well broken up—to make a decent stall-bed.

Mangers should be washed out daily, the water-basin, or trough, receiving its share of cleaning at the same time.

Racks, name-plates, stall-posts, etc., ought to be wiped over every day with a damp chamois lather.

Stable-pails, brushes, combs, forks, etc., should always be kept in the same place for convenience, and cleaned regularly.

An idle or indifferent groom will leave these and other articles here, there, or anywhere, having to hunt them up when required for use.

Cleaning and Preserving Harness.

Where there is a good harness room, the preservation of harness becomes a comparatively easy matter, and there can be no excuse for slovenly work.

When harness has to be kept where the horses are, it is liable to suffer damage through the decomposition of chemical excreta. Ammonia being one of the most injurious compounds thus formed.

Before starting to clean, remove all furnishings which can be taken asunder, all the fastenings of the bridle; harness; back-strap and breeching being undone, so as to facilitate the proper cleaning of

both leather and buckles. During this process cracking or wearing of straps, traces, etc., should all be noticed, and if there is the slightest sign of weakness, have the part repaired at once. Be sure and pay particular attention to the shaft-band, etc., otherwise a serious accident may occur. We have known the last named break after a few months' wear, owing to inferior leather having been used in its manufacture.

If mud-stained, wash off with a sponge and yellow soap, but do not over-wet the harness.

To use an unlimited supply of water for washing the collar, saddle, etc., tends to rot the leather, thus shortening their utility.

If the sponge and soap fail to remove the dust and grease, use a damp brush. During cleaning, the parts can be fixed in

a convenient position through the use of a telescopic bracket as shown in the accompanying woodcut. It is an appliance that should be in use in every well-regulated stable. The cost is 10/-.

After wiping thoroughly dry with a flannel, the saddle, bridle and collar, if of patent leather, may be rubbed over with a little fresh milk. All reins can be treated in this fashion, whilst brown leather harness may be cleaned entirely in this manner. Lemon juice will remove any spots from it.

Saddle soap, palm oil, soft soap, and brown harness composition are commonly used for the same purposes.

When brown harness becomes shabby, it can be dressed with blacking, as used for the plain black leather parts, which should also be occasionally dressed with harness oil.

Cleaning Rusty Bits, Stirrups, etc.

Burnished steel bits, stirrups, spurs, etc., when exposed to the action of the air, especially if the stable be at all damp, are very liable to become rusty.

In many establishments there is a glass fronted cupboard provided for keeping these articles in. Under these circumstances there can be no excuse for allowing bits, etc., to rust. When purchasing any of these articles, we should recommend the groom or coachman to obtain nickle-plated ones, which are much less trouble to keep in A.1. order. When rusty soak in paraffin oil for a few hours, and then scour well with coarse sand, subsequently with fine sand, followed by a good smart rubbing with a burnisher.

Vaseline and fine sand are excellent

for removing rust, afterwards using emery paper.

On the principle of "prevention being better than cure," it is advisable to smear all articles liable to rust, with vaselin, and keep in as dry a place as possible.

Cleaning Harness Mountings, Plated Stirrups, Spurs, Bits, and Fittings.

The turrets, harness, etc., should be washed with soap and water, dried and polished up with plate powder, or any of the pastes sold for such purposes.

Tarnished brass harness fittings may first of all be rubbed up with a solution of oxalic acid, then finished off with plate-powder or paste.

A Selvyt cloth is excellent for putting on the finishing touches.

Before beginning to polish up buckles—

both large and small—be sure and unfasten all leather attachments possible. Never rub up buckles with straps in keeper. This is a slovenly practice, and indicative of an idle groom.

Always make a point of polishing the under side of the buckles just as much as the outer side. Reference to these parts will show the master the harness has been cleaned, or only half cleaned.

Brass mountings soon become dull, though highly polished, during damp weather, therefore as soon as cleaned, they should be covered up as speedily as convenient.

Head-collar buckles (if polishable) should not be forgotten. Never use the same cloths for the final polishing, as those used for applying the paste.

The former should be washed regularly and kept very free from damp, otherwise

a high polish cannot be put on the mountings.

Lamps.

During the season that these are required, both carriage and stable lamps should receive a share of attention each day, constituting a portion of the routine work.

See that there are candles in the 'bolts,' and that the latter are in proper working order, or when paraffin oil is used, that there be plenty of wick and oil in the reservoir.

When acetylene lamps are used see that they are properly charged with calcium carbide.

Both glasses and reflectors can be cleaned with whitning, made into a paste with water, subsequently used in its dry state. After lighting lamps, allow the

doors of them to remain open for a few minutes, otherwise the glass will be "steamed."

Sperm Carriage Moons' are sold in the following sizes: 4's, 6's, and 8's, the last named being those in most general use.

High class candles are manufactured by such firms as: Messrs. Field, Price, Young, Kynoch, etc., and the average price is about 2s. per 3lb. box, whereas "Special" wax moons are sold at about 2s. per lb.

The former are quite good enough for all ordinary purposes.

Measuring for Harness.

When it is necessary for a groom to take the measurements for harness, attention should be given to the following instructions:—

For Saddle.—Give girth.

For Collar.—Measure round the collar-bed, then deduct from this 9 inches, and divide by 2.

Supposing that a horse measures 45 inches, less 9 = 36, which divided by 2 = 18 and this is the depth of the collar at its inner side.

For Breeching.—Length around the quarters.

For Bridle.—Measure from the centre of the head to top of bit.

For Traces.—State whether brougham, dog-cart, etc., and give the length from point to trace fastening on machine.

For Reins.—Say whether for a pony, cob, hackney, tandem pair, or four-in-hand.

Lastly, it is an advantage to mention the height, etc., when ordering harness away from home. Buckles are not to be included when measuring from an old set.

Clippers.

Various patterns of horse clipping machines are upon the market, many being cheap and worthless. When selecting a pair, the groom should endeavour to obtain those manufactured by a firm of repute, though the price may be a little higher, yet such are cheaper in the long run.

The most expensive clippers are usually provided with what is known as Grasshopper springs, but the writer has not found such do their work any better than those having simpler construction.

Adjustment is usually by either a thumb-screw, or turn-key.

Prices range from 2/6 to 15/- or thereabouts, per pair.

Most clippers are now made to cut over three teeth.

The Barton-Gillette clippers are driven by a wheel and chain, saving an immense deal of labour, and it is said that a much better finish is given by this method of clipping. These machines are invaluable where a number of horses are kept.

Summer Clothing.

For summer wear, the clothing should be light, composed of twill, etc.

Complete summer suits can be had from 17/6 upwards. If the colour is 'fast,' the clothing can be washed at frequent intervals, taking care to have it properly dried before using again.

Winter Clothing.

During the colder months of the year every horse should have a suitable rug or suit.

Cheap rugs, yet remarkably warm, can

be formed out of army blankets, such as have been bought up by Government contractors.

Munster clothing—either complete suit or rug—is specially suitable for winter use.

Fine wool (self-adjustable) rugs, etc., are now a good deal used.

In some establishments both day and night rugs are used, the latter being less attractive as a rule.

Knee Caps.

These should be worn when exercising, or even when driving on slippery roads, or in the stable. Those having rubber springs are the best form. 'Fetlock' boots, 'Speedy-cut' boots, and 'Hock' boots, are corresponding articles frequently worn by horses which 'brush,' 'Speedy-cut,' or bruise their hocks,

respectively, being fastened on by straps or laces.

How to Measure for a Horse-Rug.

1. Take the length of the animal's back (withers to set on of tail).
2. Around the girthing place.
3. Girth of root of neck.

Cleaning Saddles and Riding-Bridles.

After removing girths, stirrups, etc., off the saddle, the padded surface should be brushed and the hair and sweat adhering to it removed by a sponge, only slightly damp, and then placed on the saddle airer to dry the panels.

Use the damp sponge to clean the leather, stirrups, straps, etc. Subsequently smear with saddle soap, polishing up with a clean dry cloth. A little vaseline will keep the stirrup straps pliant. Stains can be removed with lemon juice.

To facilitate the cleaning of saddle and harness, many harness rooms are fitted with a table and saddle horse, or what is more convenient, a combination of these, along with a cupboard or drawer beneath.

The girths should be sponged and dried.

Buckles to be taken from other and cleaned in the same way as those belonging to harness (see Cleaning of Harness). After cleaning saddle, cover up with a dry sheet.

Care of Clothing.

The better quality of horse-rugs and suitings being somewhat expensive articles, the groom should take all the care he possible can of these.

When not in use they ought to be kept covered up in a dry place and where moths cannot do any damage to them. If this happens. dust freely with moth destroyer,

placing a few pieces of camphor between the folds.

Any slight tears must be repaired at once, otherwise the value of the rug may be spoiled.

Whenever clothing has no longer to be worn, brush it and put it away at once.

To see articles of this kind thrown carelessly to one side indicates a slovenly groom, and one that can never expect to rise in the esteem of his master or mistress.

Cleaning and Preserving Boot-Tops.

The tops of hunting grooms' and coachmens' boots vary in their colour, but salmon-pink and reddish-brown are those in general use. Any stains can be removed with a little lemon juice. This, however, is more the work of the valet, if such a luxury be kept.

If the tops are wet and muddy, they should be lightly sponged with a clean

flannel, and then cleaned with any of the special compositions sold for such purposes. For preserving patent leather jack boots, a little cream is excellent. This will answer equally well for brown leather, no matter whether it be in the form of boots, tops or harness. For preserving the shape of top-boots they should be kept on 'Boot Trees.' (See Recipes, Chap. xiii.)

Groom's Clothing.

A groom's clothing is practically akin to that worn by the coachman, but coats are frequently without any side-flaps.

The waistcoat may be striped, red, etc., with breeches and top-boots. A belt is frequently worn.

If a groom—or groom-coachman—has to be kept to be 'ornamental' as well as useful (a frequent enough combination), a

couple of suits are desirable each year, but much depends upon the wearer of the clothes. A careless groom and an over-liberal master (which, unfortunately, the writer has never had the pleasure of knowing) will soon help the tailor to get fat, especially when liveries are made to order.

Much can be done if the groom takes a pride in his livery, brushing it regularly, avoiding dirty work whilst dressed in his best clothes, and using a waterproof coat when showery or wet weather prevails.

When livery is no longer required for the day, brush it, fold it, and box it up.

What can look worse than to see a groom, coachman, or one filling a combination of these occupations, wearing an outfit, on which the legacy of adverse weather exists in the form of greenish-yellow hue suggestive of shabby-gentility.

Saddle-Cloths or Numnahs.

Felt cloths are sold to fit both ladies' or gent.'s saddles, varying in their thickness.

Saddle cloths should be kept very dry and clean, otherwise they are liable to become hard and so gall the back or withers, neither should a numnah be worn if the back has been galled, *i.e.*, the skin chafed.

When the hair on the saddle bed has not been clipped off it takes the place, to some extent at least, of the numnah.

CHAPTER V.

BITS, MARTINGALES, REARING, Etc.

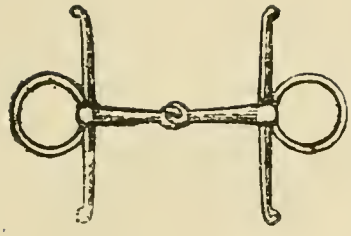
Different Varieties of Bits.

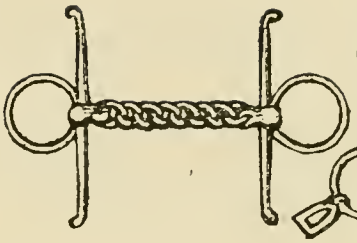
GREAT are the differences in the form of 'Bits,' and the groom should become acquainted with the names and particular uses of such as are in general use, the chief of them being :—

The Snaffle or Bridoon Bit.

This is shown in figure 1. The rings are attached to the bit at the middle of the cheeks. It is not a very good bit for saddle use. The bit is pointed in the

Fig. 3.





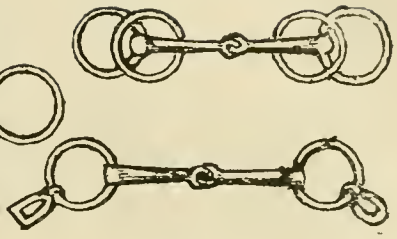
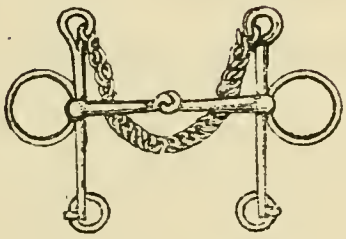


Fig. 1. Fig. 2. Fig. 4.

SNAFFLE BITS.



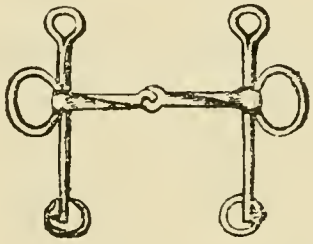
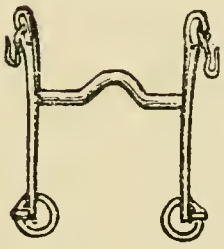
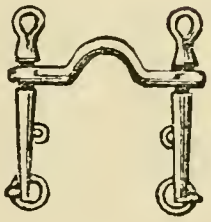


Fig. 5. Fig. 6.

PELHAM BITS.





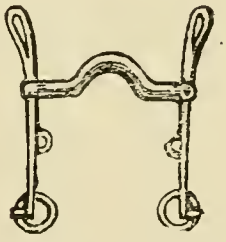
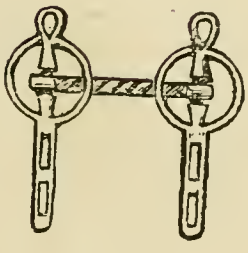
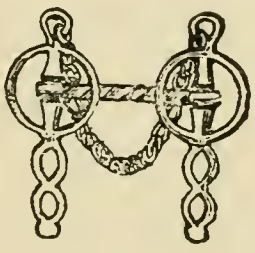


Fig. 7. Fig. 8. Fig. 9.

WEYMOUTH BITS.





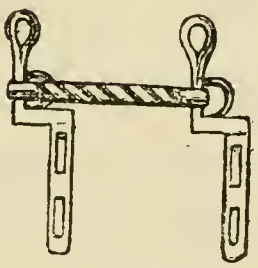


Fig. 10. Fig. 11. Fig. 12.

THREE DIFFERENT FORMS OF DRIVING-BITS.

middle, but sometimes straight, unpointed, or twisted as in figure 2.

Ring Snaffle.

The 'double' ring snaffle-bit (fig. 3) is very useful for harness purposes and gives the driver good control over the animal, owing to the free play of the loose rings on the bit. It is usual to fix the reins on to the rings piercing the bit.

A single ring snaffle is in common use for driving purposes (fig. 4.)

Pelham Bits.

These are used for both saddle and harness purposes, and are sold with or without curb chains attached, as shown in figures 5 and 6. In the Hanoverian Pelham the mouthpiece has several points.

The curb chain presses on the lower jaw when the rein is pulled.

The mouthpiece is frequently bent in the middle, forming what is called the 'Port,' so as to give room for the tongue to play. This form of bit will be seen on reference to figures 7, 8, 9 (Weymouth bits). Some other patterns of driving bits are shown in figures 10, 11 and 12.

When fitting a bit the groom should take particular care to see that the mouthpiece is of the proper width, and if a curb be used, the latter should lie quite flat on the *chin groove*, otherwise no matter however perfect the rest of the bit be, it will not act properly if the curb is not carefully adjusted. If the last named be too tight it causes the animal pain, probably in course of time galling the part when the reins are pulled. About half an inch should be left between the curb chain and the 'chin groove.'

Bearing Rein: its Uses and Abuses.

If a Pelham bit be used the bearing rein should be fastened to the cheek, then through the 'ear-rings' of the head stall, fastening on to the hook of the pad.

Bearing reins are used more for show than for any other purpose, causing the animal to have a more erect carriage of the head and neck, restraining him, also bringing the hind quarters more under the body.

If carefully adjusted a bearing rein does not cause the animal a great degree of discomfiture. When a horse is trotting the bearing rein should be 'slack,' and never cause the bit to press on the angles of the mouth. To allow the bearing reins to do the latter, is most certainly to abuse what is sometimes, otherwise, a very useful appliance.

Martingale.

This is a leather band having a buckle at one end, and the opposite end being divided into a pair of short reins, each bearing ivory or metal rings, for attachment to the snaffle or curb reins.

A martingale gives one much more control over a saddle horse, preventing the animal from tossing up its head, and excessive rearing. Leather stops are used to prevent the rings of the martingale from passing over the reins of the bit.

Nose-Band.

Nose-bands are used for attaching the cavesson standing martingale, also for ornament. This appliance is likewise of service when a horse keeps his mouth too much open whilst being ridden with a snaffle.

Kicking in Harness.

This is one of the worst forms of vice that a horse can have, and it is frequently associated with the 'Runaway.' Some kickers in harness become expert gig-smashers seemingly taking a delight in rapping away at the machine until it is practically a wreck, then after the destruction, probably the animal 'bolts.' We have known and driven horses of this type, but trust that we may never have a repetition of such unpleasurable excitement.

Any horse having acquired tricks of this nature is absolutely unsafe, because one can never tell the moment when it may break out again.

Provocation does not appear needful to remind an inveterate kicker in harness of

its vicious propensities, although it may be months or even years before the old vice returns.

A horse of this class is only fit to work in some way where no danger can be done either to person or property.

Mares are, we believe, more frequently given to the vice than Geldings. Rigs are also often vicious.

Rearing.

Although bad enough in its way, we prefer a 'Rearer' to one having the form of vice previously alluded to.

Some horses, especially when highly fed and little worked, are very much given to 'rearing'—of which there are varying degrees, exhibited either whilst being ridden, driven, or perhaps in leading. Sometimes a 'Rearer' will overbalance itself and fall backwards—the danger of

which is apparent to anyone. We have seen this occur both in and out of harness, yet marvellous to relate, no damage done. The author had a pony which carried on capers of this sort whilst being broken to harness. The pony referred to was half Arab, and had been given up as unbreakable, until six years old. However, it subsequently turned out to be an ideal worker, quiet, and practically without a single form of vice.

In driving a horse that inclines 'to rear,' take care to avoid pulling the reins, in fact, slacken them, but do not use the whip. Again, if 'riding,' grip the hairs of the main tightly around the finger, and pull on the snaffle rein alone.

Setting.

A 'setter' generally refuses 'to move' at a time, or place, most inopportune.

When one wants to catch a train, or go to some urgent case, and your pony 'sets,' surely there is a good excuse for using profane language.

Commonly a 'setter' 'sets' on the 'outward' journey, but when the vice has become thoroughly established, there is a liability for it to happen under a variety of conditions.

Although troublesome, there is no doubt that a confirmed setter can be cured. Regular work and plenty of it are the best means to this end.

The judicious use of the 'persuader' will help matters toward a favourable issue.

Stumbling.

This is a very dangerous habit, slovenly movers being predisposed to it.

Of course, the best of horses are liable to stumble when going over uneven ground, or through stepping on a sharp stone, etc.

Allowing the feet to get too long; leg weariness; speedy-cutting; diseases of the feet, etc., are all causes operative in the production of 'stumbling' and falling.

To remedy, try and remove the cause.

Shying.

Defective sight and nervousness are the chief causes of this. Some horses are very given to shying at certain objects met with on the road, but when constantly driven by the same person, the driver knows when to be on the alert. A horse that 'shies' without any apparent reason—at imaginary objects—should have his eyes examined by an expert Veterinarian.

Weaving.

This objectionable habit is denoted by the animal constantly moving its head and neck from side to side, producing a rocking sort of motion of the fore-hand.

Horses thus troubled do not as a rule thrive as well as they ought to do. It would appear to be the outcome of nerve-irritability, as we have observed that animals thus affected are worse when disturbed by a stranger, etc.

Crib-Biting.

This is a very nasty vice, and an extremely common one. Idleness is favourable to its production. Horses standing in the stall with no hay, straw, etc., to chew at, especially if the fittings are all

wooden, are very liable to take on this habit.

We have known many crib-biters started in this way, but when given an unlimited supply of straw and hay, never think of touching their fittings.

Iron fittings, or wooden ones covered with zinc sheeting or iron bands, do to some extent, prevent this ; or at least tend to discourage this vice, so often associated with wind-sucking—a still more pernicious practice.

Evidence of crib-biting can often—though not always—be seen on looking at the edges of the nipping teeth.

Sliding cribs, and anti crib-biting muzzles—the latter so made that the animal can eat oats, etc. through it—are the usual preventative appliances.

Wind Sucking.

Wind sucking is a very pernicious practice, and horses doing this never thrive well.

They are predisposed to attacks of the belly-ache and stomach disorders.

A strap around the upper part of the throat is commonly in use to modify the habit.

Wind sucking horses should have a piece of rock salt in their mangers, and be fed with great regularity on chopped and soft food.

CHAPTER VI.

ELEMENTS OF RIDING.

In the present work it is not the writer's intention to enter into the details of horsemanship, but it is the duty of every groom to try and acquire all the knowledge he can in the art of equestrianism.

A groom may be a first class man for stable work and the handling of horses, yet a very indifferent or even bad rider.

Practice of training under a competent instructor are essential to success.

Some recommend that the best means of acquiring a firm seat is to ride bare back, first at the walk and trot, then at the canter and gallop.

There can be no doubt about this being good advice, but it does not teach the beginner the correct attitude in the saddle.

Given the use of a saddle, the next question is "should or should not" stirrups be used during the earliest lessons. Both these plans have their advocates. The writer is inclined to the opinion that it is better to do without stirrups, say, for the first two lessons or so. The stirrups may then be used, and the first step towards this must be to have the stirrup-leathers properly adjusted, otherwise little real progress can be made. Graduate their length in accordance with that of the legs and thighs, taking care to have both precisely the same length.*

Sit well down on the saddle, put the feet in the stirrup-irons, and press on the ball of the foot through the 'natural' weight of the legs only.

* Many stirrup leathers have now the holes numbered.

If the feet press on the stirrups—as happens when the stirrup-leathers are not the right length—the rider is forced up from his seat.

A very good plan for getting the stirrups of the right length is as follows: Take your seat in the saddle, and allow the stirrup to hang empty. An assistant now raises the toe until it comes to be on a straight line with the heel, the stirrup leather being fixed by the keeper as soon as the stirrup comes immediately under the ankle.

When hunting it is usual to put the foot as far into the stirrup-iron as it will go, but not in ordinary riding. In fact it is evidence of faulty horsemanship.

In riding, the lower portion of the leg—but not below the ankle—cannot be brought too close to the side of the horse's body. It is one of the commonest faults to see

the legs and toes sticking out at right angles from the horse, giving the rider a bad appearance.

To recapitulate, the reader will have learned, as far as we have gone, certain essentials of the art of equitation, viz :

1. A firm seat.
2. Proper adjustment of stirrups.
3. Close application of legs to side.
4. The ball of the foot to rest on the stirrup-iron.

The next step to learn is that of mounting, or 'when to mount,' and 'how to mount.'

The groom should endeavour to teach his horses to stand still for mounting, especially so for those learning to ride.

Careful schooling in this direction will do much towards this end.

Many grooms and riders spoil their horses in this essential, through impatience.

During mounting, the groom should take hold of the horse by the cheek of the bridle, leaving the reins in the hands of the rider.

When accompanying his master, mistress, or other members of the family, the groom should always ride to the rear, but within speaking distance of his superior.

Never allow the animal to start off in a hurry, otherwise it will soon acquire this nasty habit.

The same statement is equally applicable to harness horses. They want to be on the road almost before you have time to get into your machine.

They can be cured of this trick, and when cured they should be kept constantly up to the mark, because the slightest laxity probably means a repetition of the old vice.

The rider must now stand on the left

side, a trifle in front of the animal's shoulder, and place the reins in his left hand—with his back looking in the direction of the horse's head—now taking a grip of the mane with the reins and fingers of the same hand, at the same time placing the left foot in the stirrup-iron. This is called the

First position in mounting, and it should pass imperceptibly into the

Second position, or that in which the rider has his face overlooking the saddle, but with the right hand being on the back portion of the saddle in order to rise into the

Third position, in which the right foot is now on a level with the one resting on the stirrup, the former being speedily thrown over the croup so as to bring the rider on to the seat of the saddle, and immediately place the right foot into the stirrup, constituting the *Fourth* (mounted) position.

During this act there must be no bending of the body over the saddle.

Briefly, in black and white, we have endeavoured to show the learner how to mount a horse, but the rest needs practical demonstration.

Beginners may use single reins, and the proper position for the hand is over the pommel of the saddle. It is better to take the rein in both hands. With a 'puller' it is advisable to take the reins with one hand a little in front of the other, the double grasp giving the greatest control over the animal.

The rein should not be held tightly, merely so as to allow the horse to feel his his mouth. As soon as the rider has made progress at the walk, he should follow this up with the trot, canter, or gallop.

When *trotting*, it is equably needful to keep the legs still, but rise in the stirrup

and drop alternately with the motion of the horse, using the snaffle rein. There must be no 'bumping'—or movement unpleasant to both horse and horseman. Both in cantering and galloping, the rider must sit tightly down on the saddle, taking the reins in both hands.

When it is necessary for a groom to give instruction to children in riding, he should learn them to begin without taking hold of the bridle, but allow them to take hold of the pony's mane or pommel of the saddle. In a few lessons of this sort a good balance is acquired, and then the child may have the use of a pair of single reins. The instruction should be carried out with regularity, and the elementary lessons of short duration.

Driving.

It is with some feeling of reluctance that

we mention 'driving' in a work of this class, because it is a subject too vast to be treated of herein, and one which can only be acquired by careful tuition and practical experience.

We may, however, note one or two essentials of the art.

Before starting the driver, or his groom, should scan the harness all over to see that it has been properly adjusted, and that the horse or horses appear at ease in the shafts.

The driving seat should be made to fit the driver, *i.e.*, of a height necessary to give leverage from the feet and back when sitting in an erect posture.

As a class of men having more or less daily work amongst horses, farmers, on the average, are probably the most slovenly coachmen.

It is positively painful to see a man or

woman jerking and tugging at the reins to persuade the animal onwards.

It is really remarkable to see a man who may spend the best part of his life in his gig driving in the aforementioned fashion.

No surer means exists of making a horse become a sluggard in harness.

There should be no pulling, neither must the reins be held too tightly nor yet too slack. The first fault, in driving, prevents the animal from having full control over the fore-hand, whereas the latter one will probably be the means of allowing the horse to come to the ground, if it stumbles. *When shortening the reins to 'pull up,' pass the right hand over and in front of the left one.*

It indicates bad driving when the hands have to be pulled up to the face, and the head thrown suddenly back in order to shorten the reins suddenly. The reins

should be taken out of the turrets—if folded loosely through here when the horse was harnessed—on the (off) right side and placed in the left hand, or one rein in each hand after being seated, and kept up to the bit until the owner and party are settled in the machine, and then start slowly. On roads free from stones lying about, and level, the pace should be eight miles for horses at least, increased down braes not too steep and decreased—walked —up hill.

The whip can be held in the right hand, the handle of which should incline over the left forearm, so that it is ready for use if required, and does not in any way detract from the free use of the right hand being placed a few inches in front of the left one when desirous of shortening the "ribbons."

When driving a pair, particular attention should be paid to the 'coupling reins,' so

as to keep the horses quite free from the pole. This is most important.

Exercising.

Harness and saddle horses when not in use, should have a couple of hours' exercise every day at the rate of, say six miles per hour.

Early morning in both town and country is the most suitable time for the groom to do this.

Horses brought back from 'summering' require to be gradually brought into working form again. The grass may have put on any amount of beef, but this has not come to stay when the animal gets into its full work, the difference being that between 'fat' and 'muscle.'

Before exercising in the morning, give a small feed of corn, and of course water. Hay, and the remainder of the oats,

etc., when the animal returns from exercise.

The same plan can be followed when it is needful to 'drive' before the usual feed-time.

CHAPTER VII.

CARE OF THE FEET; SHOEING IN WINTER; THRUSH; CORNS, Etc.

Care of the Feet and Removal of Shoes.

Too much attention cannot be given to the care of the feet, otherwise the animal may become prematurely damaged.

Some horsekeepers hardly ever think of cleaning out, or washing the feet, consequently it is not surprising that thrush, and even severe forms of lameness arise.

Pick all accumulations out of the feet twice a day at least, in the hind feet.

When horses are turned to grass for a

few weeks the hind shoes should be removed, and unless the feet are brittle, it is an advantage to take the fore shoes off likewise.

When at work frequent removal of shoes is necessary, about once every three weeks being sufficient. Some horses may be left for a month or so before taking to the forge for removal. This is particularly necessary when a horse is doing but little more than standing in the stable, consequently by the time that the animal should be re-shod, the shoes are practically unworn, but the feet probably as long as a bugler's horn.

Feet-stopping, and other compositions for such purposes are of very little use for improving the hoof.

For ordinary roadster work on country roads, we prefer a shoe having both 'foot' and 'ground' surface perfectly level.

When a horse is observed to be lame, the horsekeeper should go to the forge and have the shoe removed so as to make certain of the presence, or absence, of disease in this part.

Shoeing in Winter.

Very little need be said herein regarding winter shoeing. For light horses the most general plan now in use is that of having cog-holes punched in the shoe when the horse is shod during the intervals from November until the end of March, in the country. The groom or coachman should always have a few sets—also a few in his pocket during a journey—of patent self fastening steel cogs, so that he can make his horse suitable for travel on a slippery road, at a few moments' notice. The cogs ought to be taken out when the horse is standing in the stable for the night.

For this purpose an 'extractor' is made, and should be obtainable through any shoeing-smith, the cost of which ought not to exceed eighteenpence. These cogs are equally suitable for any class of horses and are sold in the following sizes:

$\frac{1}{4}$	inch	for small ponies.
$\frac{5}{16}$	,,	,, ,, ,,
$\frac{3}{8}$	,,	,, hacks, roadsters (light) and cab horses.
$\frac{7}{16}$	,,	,, vanners, omnibus and brougham horses.
$\frac{1}{2}$	,,	,, cart and other heavy horses.

Steel frost 'screw' cogs, though less liable to drop out, are more trouble to adjust, but are preferred by many.

'Frost' or 'ice' nails are very simple, but do not last very long. A couple of nails are generally taken out of each side of the shoe and chisel headed nails inserted into the holes. The toe and heel calks (outer) are sometimes sharpened to prevent slipping.

Various forms of pads—also shoes—are sold as preventatives of 'slipping,' or 'slipping' and 'balling,' some of which are of little use to prevent the former.

Urquhart's and Sheather's pads are those most generally used for such purposes.

Forging (over-reach).

This is due to the horse striking the inner edge of the shoe with the toe of the hind foot, denoted by a clacking sound whilst the animal is in motion. It is very annoying.

Some horses will do it after coming up from grass, the noise ceasing after being at work, in many instances. It is, however, sometimes rather troublesome to rectify, especially if high behind and low in the fore-hand. In shoeing have the inner edge of the fore shoe rounded off,

and the foot striking kept as short as possible at the toe.

Brushing or Cutting.

Many horses have this objectionable practice, and, when allowed to go on, permanently damages the parts around the injury. It is most certainly cruelty to work a horse having gashes about its fetlocks especially if nothing has been done to try and remedy it.

Horses which are 'narrow' below are predisposed to inflict this injury upon their hind fetlocks, it being due to the shoe of the opposite foot brushing or striking the part during movement. Toes turned either 'in' or 'outwards' are also very liable to cause brushing. (Defective conformation.)

From this it will be readily understood that it is not easy to do away with it.

The foot or shoe that 'strikes' should be kept very closely clasped, have a flat surface, and a nail driven in at the toe only. Feather edged, and three-quarter shoes are commonly used for preventing cutting.

In cases, otherwise incurable, a fetlock boot can be constantly worn.

False-Quarter.

This is denoted by an indentation in the hoof at the quarter, brought on by impairment of horny secretion.

Sandcrack.

The wall of the hoof is occasionally found to have a crack in it, to which the above term is applied. It is commonest in the fore-feet and at the inner quarter, being usually situated at the toe when in hind feet. If it extends through wall of hoof it may produce pain, consequently lameness.

Puncture of the Foot.

Stepping on any sharp object, such as a nail, etc., is liable to penetrate into the sensitive structures within the hoof, and unless speedily extracted and treated in a proper manner, it is liable to be followed by the most serious consequences.

Lockjaw frequently follows injuries of this kind, so that in the event of such an accident happening, the attendant should loose no time in seeking the advice of a veterinarian. Owing to the great risk, we strongly recommend the groom or coachman to follow our advice regarding injuries of this class.

Founder of the Feet.

This, commonly called 'fever of the feet,' 'inflammation of the feet,' etc., is of pretty

frequent occurrence in the horse, and when acute, the pain is of a most severe character. One, both fore, both hind, or all the feet may be the seat of the disease at the same or different times.

Difficulty of moving; increased heat of the feet; and a throbbing of the artery in the hollow of the fetlock, are commonly the chief signs of the malady, but swelling of the eyelids, fever, etc., are frequently present.

Send for professional aid at once. The longer the delay, the less the chances of recovery. Also have the farrier ready to take the shoes off in case the veterinarian gives instructions to have this done.

Bruises to the Coronet.

Horses which turn their toes 'inwards' are predisposed to inflict this nasty injury upon themselves. Pain, redness, and lame-

ness are the result, whilst in the absence of proper treatment permanently damage may result. Professional assistance is advisable, whenever such can be had.

Thrush of the Feet.

This disease starts in the cleft of the frog, and though common enough in the fore feet, it is far more frequent in the hind ones, owing to these being more liable to become fouled by the excretions.

Horses predisposed to eczema are more liable to become affected, though this is chiefly a disease arising from neglect.

Every groom should provide himself with a pocket folding horse pick hammer, and clean the feet out twice a day at least while the horse is standing in the stable.

Decomposing urine and dung gathering on the sole and in the cleft of the foot are the chief causes of thrush. Any tendency

towards this disease should be corrected by washing the feet, twice daily, with water and zotal, or some other disinfectant solution, then drying thoroughly. Once the disease has become established what should the groom do?

Dress the part with the following night and morning :—

Calomel,	2 drachms.
Powdered Boracic Acid,	4 drachms.
Iodoform,	$\frac{1}{2}$ drachm.

First, dust into cleft, and then fill up with tow. Also, wash occasionally with Disinfectant, and continue to dress regularly until cured. A Diuretic Ball will also assist the cure.

Corns.

A corn is brought on through a bruise to the sensitive sole, showing itself—as a rule—at the inner quarter of the fore feet.

Though occasionally seen, it is uncommon to find such on the hind feet. A 'recent' corn is indicated by a reddish patch showing through the horny sole, whereas an 'old' corn is blackish or greenish yellow. Corns are an exceedingly common cause of lameness, more especially when beginning to fester, therefore, should the groom find that his horse is lame—unless he knows the lameness to be otherwise caused—no time ought to be lost in taking the horse to the forge, having the shoe removed and the sole pared thoroughly well out, especially at the inner heels of fore feet.

CHAPTER VIII.

TREATMENT OF HORSES ON BOARD SHIP, BLISTERING, Etc.

When horses have to travel by sea it is advisable to keep them on soft damp food a few days previous to embarkation, which is carried out either by slings, or in a box lowered on to the deck by a steam crane.

For the first few days on board the average daily ration of oats should be diminished somewhat. Frequent watering —especially in hot parts of the voyage— is most essential, and if exercise is possible, do not neglect this important matter.

Pay special attention to grooming,

cleaning of stalls, and to the ventilation. To neglect the latter precaution may lead to an attack of inflammation of the lungs.

Founder, constipation, and ship-staggers, and sunstroke are diseases specially liable to come on whilst horses are at sea, and as there will probably be no veterinary attendant on the same vessel, the groom will have to do his own doctoring.

In case of an attack of founder of the feet, the latter should be placed in cold bran poultices, kept constantly wetted with ice-cold water.

As soon as this has been done, a full dose of purgative medicine may be given, and for this purpose there is nothing better than a ball composed of Barbadoes Aloes, from 4 to 8 drachms according to the size of the horse. To the drinking water half an ounce of nitre should be added every evening.

As to food, this ought to consist of bran and linseed mashes, to which some scalded oats have been added. The hay to be given sparingly, so as to regulate the bowels. Continue this treatment until better, but do not repeat the physic unless really needful.

Constipation.—To overcome this give sloppy foods, and if needful, add two or three tablespoonfuls of Epsom Salts to drinking water, twice a day.

Ship-staggers and heat apoplexy both require that the animal be 'purged' with a 'physic ball,' and iced water applied to the top of the head, continually.

Blistering.

Before the application of a 'Blister' wash the part with soap and warm water, then rub it thoroughly dry.

All parts which have much long hair

upon them require close clipping before starting to rub in the blistering agent, which should be applied with smart friction for fully twenty minutes. In order to prevent the animal biting at the irritated part—probably blistering its nose, lips, etc.—it is necessary to 'tie up short' for 48 hours, or in place of this, put on a cradle—a very useful appliance when a horse has to be turned out to graze after blistering or firing. After the blisters have burst, and the surface is beginning to dry and harden, smear it with vaseline, linseed-oil or some other soothing, and softening application.

Fly, and red mercurial blistering ointments are those mostly in use, the latter being more productive of skin inflammation than that of the true blistering agent first named.

The application of such substances as

mustard, turpentine, ammonia, croton liniment, etc., are frequently employed for similar purposes.

Special Feeding of Sick Horses.

In many ailments affecting the horse, his appetite is either diminished or altogether awanting. When sick a good deal of 'coaxing' may be needful ere the animal can be persuaded to take a few mouthfuls of food, either in the liquid, semi-liquid, or solid form. It is much better to try and get the patient to take a little food of itself, than having to administer such by force, though of course this latter plan has commonly to be done. When feeding sick animals, the groom should make it a point to never leave food standing before them, because if it is not eaten at the time it is placed before

them they become satiated through its presence before them.

Whatever kind of food be 'tried' it should be small in amount, but oft repeated. Some horses will eat a little natural grass, *i.e.* gathered from the roadside, when all other varieties of food have been refused. When in season, green foods, such as vetches, etc., ought to be tried so as to induce the animal to eat. Scalded oats, hay, etc.,—to which, unless contra-indicated—a little molasses or treacle has been added may also be tried.

Cleaning and Preserving Carriages.

The mud should be washed off as soon as possible, because the lustre of the varnish is not improved by allowing it to dry on.

Of course circumstances may render this

impossible, especially when a machine is required for use several times a day, or does not reach home until it is too late to begin washing.

After removing cushions, lamps, etc., the hose may be allowed to play lightly over the different parts, taking care not to let water lodge inside, or in the bottom of the gig. When water is allowed to remain for long in the well of a gig, it does, in course of time make the wood soft and rotten.

If the machine is simply dusty, it is preferable to go over it with a sponge and leather.

Any particles of sand or grit can be removed by squeezing water out of the sponge so that the water will trickle over the part, and carry away the gritty material. See that both sponge and leather are free from any 'scratchy'

particles. Too much care cannot be paid to this matter, because the tiniest particle of grit will do a lot of damage to the varnish.

Attend to the following rules :—

(*a*) After washing always wipe thoroughly dry with a chamois leather.

(*b*) Never use soap or warm water.

(*c*) If a hot day, wash in the shade, otherwise the machine may be blistered.

(*d*) When not in use, wash occasionally in order to prevent the different parts (wheels, etc.), from shrinking.

(*e*) If the tires are loose get them repaired at once.

(*f*) See to the axles. American ones require greasing much more frequently that Collin's patent axles. When putting on grease do not allow any grit to get on the axle-arm ; if this happens wipe it off at once. See to

the washers and wipe out the axle-box.

(*g*) After drying the carriage, run it into the coach house, leaving the doors of the latter open for a time, otherwise the varnish is liable to become dull.

Allow plenty of air—weather permitting of course—to circulate about the gig house, so as to assist in drying up moisture.

(*h*) Finally, clean the bright parts, then cover over with a sheet.

CHAPTER IX.

SOME DISEASES.

Influenza.

This complaint—also frequently spoken of as horse-distemper—and in a modified form as Newmarket fever; is one with which most grooms are familiar. It differs from an ordinary cold, inasmuch as it is readily communicated from one horse to another, and is attended by extreme weakness, with a marked tendency to settle in vital parts, such as the lungs and bowels; also to attack certain joint structures.

Horses having the disease should be kept apart from healthy ones as much as

possible, and it is not advisable for a horse-keeper to attend to healthy and sick horses at the same time. Influenza is a disease which we believe is readily carried by the clothing, stable pails, etc.

When animals are suffering from this disease, they require exceptionally good nursing, and absolute regard for stable cleanliness, the medicinal treatment being left to the charge of a qualified veterinary surgeon.

Cold in the Head (Catarrh).

Many horses are affected with a cold in the head, during autumn, winter, and spring in particular.

There is a discharge from the nose; perhaps a cough, and a want of usual vigour.

A few days' rest, warm clothing to body, and some nice warm food—such as bran,

linseed, and crushed oats made into a mash—will usually suffice to bring the animal back to health.

Glanders and Farcy.

Both Glanders and Farcy are practically one and the same disease, only the last named is developed in connection with the skin. It is quite common to find the lesions of both present in the same animal at one time. In Glanders there is a gummy discharge from the nose—commonly the left opening; sores or ulcers up the passage of the nose, and swelling at the side of the jaw. In Farcy 'buds' or 'buttons' form on the skin and ulcerate. In either form the disease is readily transferred to man, and in him commonly fatal. Immediate notification to the Local Authority is necessary.

Megrims. (Vertigo.)

This is a complaint that renders a horse affected by it unsafe for saddle and harness purposes, because there is no knowing when and where an attack may come on, the malady having, practically speaking, no warning sign.

It is due to some disturbance of the balance of the blood circulation, and one attack is very liable to be followed by others, at irregular intervals.

This condition is denoted by shaking the head, staggering, then probably falling to the ground.

There is a disease affecting the ears very closely allied to this derangement which is no doubt aggravated by driving on a distended stomach, having a badly fitting collar, or too tight reining.

Once a horse has had an attack of this nature he should be sold expressly for work of a slow character, and where he cannot be the cause of personal or other injuries.

Cramp.

This is not a common complaint in the horse. It comes on without any warning. We have seen it whilst the animal was standing in the shafts. The animal is, as it were, suddenly doubled up through a painful spasm, the legs being all flexed and perhaps comes to the ground. As a rule it speedily passes off.

Kicks.

Horses turned on to grass, sometimes injure one another by kicking. Such injuries frequently prove fatal, or render the horse unfit for further service. Many

accidents of this class come under the notice of the country veterinary practitioner, particularly during the summer months.

The size of the skin wound does not necessarily indicate the gravity of the injury. A very slight wound is sometimes accompanied by hopeless injury to bone, etc., whereas extensive wounds may be unattended with any special danger. Of course all wounds—no matter however trifling—are liable to be followed by such diseases as lockjaw, the broken skin forming the portal for the entrance of the germs of this disease.

Kicks in the regions of the belly, etc., are frequently succeeded by inflammation (Peritonitis), yet there will probably be no wound.

All injuries of this nature call for professional service, the animal being kept as quiet as possible, until such aid arrives.

CHAPTER X.

INJURIES.

Collar, Saddle and Girth Galls.

INJURIES beneath the collar, saddle and girth, etc., are of frequent occurrence, and unless the cause be removed, and the sore properly treated, the animal is caused great pain, and permanent damage may be the result.

Horses in low condition, and of faulty conformation, are predisposed to these injuries, more especially when the collar, saddle, etc., are badly fitting, or their surfaces bearing upon the skin, out of repair.

Horses liable to suffer from collar and saddle galls, should be allowed to keep these parts of the harness on for half-an-hour or so after coming in from work, thus preventing the too rapid cooling of the skin lying beneath them.

The girths are very liable to cause skin abrasions at the side and behind the elbow, if the saddle is not properly adjusted. The groom should always see that the girths are kept soft, and tightened properly.

'Sitfasts' are dead pieces of skin upon the back, often very difficult to deal with, and calling for the services of the veterinary surgeon.

A badly fitting 'Crupper' sometimes causes chafing of the skin at parts in contact with it.

Pneumatic pads are now sold for fixing on to the collar so as to take the pressure off the 'galled' part.

However, when possible, it is much better to give the horse a rest, and get the sore or bruise thoroughly well before working again, taking care to try and prevent a repetition of the injury.

Speedy Cutting.

This consists of an injury at the lower and inner side of the knee, the part being struck with the inner edge of the shoe of the opposite foot.

It is a dangerous practice, predisposing the horse to fall through pain inflicted when the sore part is again struck.

Defective conformation, and high action predispose to speedy-cut. Keep the shoe very narrow on its inner side, and leave out all nails excepting one at the toe on this edge.

A gaiter can also be worn.

Mange.

Certain forms of this skin complaint are of a contagious nature, therefore where a number of horses are kept the groom should have professional advice as soon as possible, so that the spreading of the malady—if of an infective class—may be controlled.

Different parts of the body and limbs are affected—depending upon parasitic preferability—but in the commonest form of mange the disease extends pretty rapidly, rendering the parts hairless, sore, and itchy.

Ringworm.

This disease is due to fungus penetrating into the hairs and their roots, commonly giving rise to a circular patch

of stubbly hair, or ending in complete destruction of the hairs.

A horse may convey it from one part of its body to another, or it can be transferred to other animals and the converse. Paint with Tincture of Iodine.

Mud-Rash.

If the body and legs are not thoroughly cleansed, especially when the roads are wet and muddy, the particles of sand, etc., adhering to the skin produce eruption, which if extensive causes irritation and a slight degree of fever, hence the term "mud-fever" is frequently applied.

It is unquestionably the outcome of neglect, and its appearance upon any horse denotes idleness on the part of the groom.

Vigorous shampooing with straw wisps and the brush are the best preventatives

and means of cure, the latter being assisted with a dose of physic, and due attention paid to general cleanliness.

Wounds.

Slight wounds may be treated by the groom or coachman, but if at all severe, or in situations where important organs, joints, etc., are located, the services of a duly qualified veterinary practitioner should be sought.

When the skin is slightly chafed, it may be smeared with a little oxide of zinc powder.

Injuries produced by a thorn, etc., can be painted with Friar's Balsam once or twice a day until healed.

Slight festering sores should be kept very clean by washing them night and morning with carbolic acid lotion (2 teaspoonfuls of pure carbolic acid to 20

ounces of water) subsequently dressing with carbolic glycerine.

Sprains.

The back tendons are frequently the seat of sprains in the horse, requiring that the animal be kept off work for a time, depending of course upon the severity of the sprain.

In the early stages cold water bandages, tightly and evenly applied, will do much to facilitate recovery.

It may be necessary to blister, but to avoid permanent thickening, etc., if convenient, the services of a veterinarian should be obtained.

Bruises.

Commonly these are the result of collision and may or may not be accompanied by a skin wound, being quite

possible to have the fleshy fibres beneath the last named torn without any obvious injury to the skin.

Very frequently, however, a collision, kick, etc., produce both bruising and tearing of skin, flesh, blood-vessels, etc.

Treatment must be in accordance with the nature of the injury, to be determined by the veterinary surgeon.

CHAPTER XI.

SOME TROPICAL DISEASES.

Surra.

This malady occurs in India, attacking horses, mules, donkeys, goats, camels, etc. It is said to be due to a minute parasite circulating in the blood.

Food and water are capable of conveying the disease, the average duration of which is about 50 days.

The symptoms are those of fever, a nettle-rash like surfeit on the body, and a rapid loss of condition. Preventatives: comprise those of having a pure water

supply; keeping the forage from contamination with the ejecta of rats, etc., and the administration of one ounce doses of Fowler's Solution of Arsenic every day mixed with the food.

Dourine.

This disease is also known as Maladie de Coït, or covering disease, because it is chiefly spread by stallions. It is quite unknown in England, but prevalent in France, Russia, etc. The malady is denoted by swelling and ulceration of the penis, the swelling subsequently extending to the sheath, scrotum, etc., causing the animal to have difficulty in passing its water. In mares similar changes can be seen about the generative passage.

In course of time—sometimes months elapse—paralysis of the hind quarters comes on, and the animal is no longer able

to rise. The percentage of deaths through this complaint is high.

Cape Horse Sickness.

This malady is common amongst the horses in South Africa, the recent Boer war having been specially favourable towards the increase, though the disease is bad enough during time of peace especially at certain seasons of the year.

Heat and moisture are particularly conducive towards the production of this complaint, which is closely allied to Anthrax. Frosty weather has the opposite effect.

In one form the lungs are the chief seat of the disease; in the other, the head and tongue are greatly swollen. The percentage of deaths is very high, especially in imported horses.

In mild attacks the animals may recover, being then spoken of as 'salted.'

From the time of infection, it takes about a week before the disease begins to show itself, death usually taking place within three or four days of the outset.

The animal shows signs of fever, more particularly towards evening, the breathing very much quicker, and soon a discharge issues from the nose, followed by various other symptoms, not necessary to describe in a book of this description. In the other form the head, tongue, and lips become swollen and blue.

During the season when Cape horse sickness is about, the animals should be kept off the grass until the dew has been dried away.

Anthrax.

This malady is prevalent in most countries, attacking horses, cattle, sheep, pigs, etc., and capable of being transferred to

man through the medium of a wound from any of the aforementioned animals.

In the last named it is spoken of as 'woolsorters' disease,' because it is frequently contracted through handling hides, etc.

The writer quite recently knew of a case where the farm grieve got inoculated through handling a carcase, the blood having got into a slight scratch on the fingers. Owing to the immediate application of zotal disinfectant, the anthrax germs seem to have been spent at the seat of infection. A typical ulcer formed but the man recovered. It is nearly always fatal in animals.

CHAPTER XII.

DISEASES AND INJURIES OF BONES, Etc.

Splint.

This consists of a deposit of bone-like material usually at the back of and a little above the middle of the canon-bone, more rarely at the side or front of the latter.

Lameness is very common during the time that a splint is being formed, and should the groom detect any extra in this region, no time should be lost in telling the owner, so that he may consult his veterinary adviser.

Many good horses are spoiled through the want of skilful attendance in this and other diseases.

Spavin.

A bone-spavin is an enlargement upon the inner and lower portion of the hock-joint, resulting from inflammation of the bone and bone-skin, etc., in this region. The deposit may be small or large, but the size of such is no criterion as to the degree of lameness which may exist, in fact some horses having a big spavin never show any signs of lameness.

On the other hand, a horse may have a very trifling spavin, yet be always more or less lame through it.

Like 'splint' lameness, it is constantly present during the time when the spavin is forming, hence the necessity of timely professional assistance.

Aged and worn out horses are frequent sufferers from incurable spavin lameness.

Although constituting unsoundness in any class of horse it is more detrimental in the case of harness and other horses required for fast work.

There is a form of 'spavin' known as 'latent' (hidden) in which there is no appreciable evidence of such, the disease being confined to the interspaces and structures between the smaller bones forming the hock joint.

In 'bog' spavin, the hock is enlarged and 'puffy,' whilst a 'blood' spavin is a varicose condition of a vein (vena-saphena) as it passes around the inner side of the hock.

Ringbone.

This is a disease affecting the coronet joint or joints, or the pastern bone above

this, either in the fore or hind limbs, and upon the front, sides, or back in the aforesaid situation.

Cart and van horses are very commonly affected, though it is not a disease confined to any special variety of horse, all being alike liable to develop ringbone.

It is a frequent cause of lameness, many otherwise good horses, being rendered practically useless.

It must be understood, however, that some horses have remarkably large ringbone, yet go perfectly sound. Although, termed ringbone, it is not always that the deposit of bony material assumes this shape. Lameness nearly always results when the joint is affected.

Curb.

When Curb is present it can be seen as a swelling a few inches below the joint of

the hock and lying in a line with the last named.

Over-bent and hocks narrow below are specially liable to favour the appearance of curb. Both light and heavy horses are frequently 'curby.'

It is chiefly during the time when the 'curb' is developing that lameness is present, but some horses are often idle owing to the presence of curb lameness.

Sore-Shins.

The canon bones are very liable to injury. A blow in this region is frequently followed by inflammation of the bone-skin and bone, causing the part to swell, become hot and painful, calling for professional treatment if at all severe.

Side-bone.

The cartilaginous or gristle plates at the top and back part of the hoof become

hardened in this disease. It is very common in shire and other heavy horses, though it is occasionally present in roadsters, etc., and a frequent cause of lameness. The plates loose their elasticity, thus prevent expansion of the soft structures at the back of the foot.

Capped-Hock.

The point or points of the hock or hocks are, from their position, very liable to be bruised and if this is repeated, marked capping results, in which case the injured part is not usually the seat of much heat or pain, but a capped hock resulting from a single and severe tap upon it, is often acutely inflamed, denoted by increased heat, swelling, and tenderness when manipulated.

Kicking in harness, on board ship, in the stable, and during lying and rising, are the

usual factors operative in the production of this abnormal condition. If brought on through kicking in stable, the stall posts should be guarded with a branch of whin or gorse, or a strap fixed round the leg.

Hock caps are applied for the same purposes. Kickers in harness are, in the author's estimation, better out of existence being unsaleable and dangerous.

Capped-Elbow.

This disease corresponds to that of Capped Hock, starting as it does, through repeated bruising to the structures at the point of the elbow. In most instance it is due to the inner heel of the shoe brushing against the part when lying down.

A tumour of varying size is as a rule the ultimate result, the skin over which may in due course, break, and a festering sore be seen.

The shoe should be shortened at the inner heel, or a pad can be applied to the elbow.

If the groom should see capped-elbow coming on, he should acquaint his master with the fact, so that the latter may consult his veterinary adviser as soon as convenient, or take whatever measures he may think fit to stay the onward march of the disease.

Care of the Teeth.

Both old and young horses should have their teeth examined occasionally, more especially if they are not feeding as vigorously as they should be. The 'Molars' need very careful inspection, especially the back ones. Sometimes the 'Temporary' and 'permanent' incisors, or molars, get entangled, demanding professional aid.

RECIPES

CHAPTER XIII.

RECIPES.

Boot-Top Liquid.

Sour Milk,	3	pints.
Alum,	1	ounce.
Cream of Tartar,	1	,,
Oxalic Acid,	1	,,

Mix and apply.

For White Tops.

Magnesia,	1	ounce.
Alum,	1	"
Oxalic Acid,	1	"
Cream of Tartar,	1	,,
Salt of Sorrel,	¼	,,
Sugar of Lead,	¼	,,

Water, - - - 1 quart.

Apply with a sponge.

For Brown Tops.

Annatto, - -	1	ounce.
Isinglass, - -	½	,,
Sugar of lead, -	½	,,
Oxalic Acid, - -	1	,,
Alum, - - -	1	,,
Salt of Sorrel, -	¼	,,

Boil together for fifteen minutes in a quart of water. Apply as above.

Harness Dye.

Sulphate of Iron, -	3	ounces
Nut-Gall, - -	3	,,
Indigo, - - -	1	,,
Logwood Chips, -	2	lbs.
Ink Powder, - -	1	ounce.
Water, - - -	2	quarts.

Boil together for half-an-hour.

Harness Blacking.

Soft Soap,	- -	8 ounces.
Yellow Wax,	-	8 ounces.
Ivory Black,	- -	½ ,,
Indigo Blue,	-	½ ,,
Isinglass,	- -	½ ,,

First melt the wax, and then heat all together until mixed.

ANOTHER OF THE SAME.

Lamp black, one ounce; olive oil, sugar candy, isinglass, gum, tragacanth—of each one ounce. Treacle half a pound, and an ox gall; also a spoonful of yeast, stale beer one quart. Mix and keep on the hob for one hour.

Harness Paste

Prussian Blue,	-	½ an ounce.

Turpentine,	- -	3 ounces.
Ivory Black,	- -	2 ,,
Bees wax,	- -	4 ,,

Mix and melt with heat.

Liquid Blacking for Shoes and Boots.

Bone-Black,	- -	8 ounces.
Treacle,	- -	8 ,,
Sweet Oil,	- -	1 ,,
Oil of Vitriol,	-	½ ,,
Malt Vinegar,	-	2 quarts.

Mix the oil and treacle together, next add the vinegar and oil of vitriol, and then the bone-black.

Axle Grease.

Dissolve half a pound of soda in one gallon of water, and then add to one pound palm oil, one pound of tallow, and three pounds of soft paraffin.

Heat together until well mixed, and stir whilst cooling.

Waterproofing for Boots.

Suet, - - -	8 ounces.
Yellow Wax, -	6 ,,
Linseed Oil, - -	8 ,,
Neatsfoot Oil, -	1½ ,,
Litharge, - -	½ ,,
Lamp Black, -	1 ,,

Melt together and stir until cold. Brush the boots before the fire with this composition.

French Plate Powder

(For brightening horses' fittings).

Jewellers' Rouge, - 1 part.
Carbonate of Magnesia, 12 parts.

Mix, apply, and polish with a plate brush.

Brilliantine for the Hair.

Rectified Spirit of Wine,		2½ ounces.
Olive Oil,	- -	1 ,,
Glycerine,	- -	1½ ,,
Attar of Roses,	-	4 drops.

Mix together the oil and glycerine, then add the spirits and attar of roses.

Glycerine and Lime Cream for the Hair.

Glycerine, oil of sweet almonds, and lime water, of each eight ounces. Tincture of Cantharides one ounce, Essons of Lemon sixty drops. Mix.

Shaving Cream.

Curd soap, 16 ounces; water, 28 ounces. Heat these together until the soap has dissolved. Spermacetti, 1 ounce; oil of

almonds, 4 ounces; melt together, and then add 2 ounces of pure glycerine, and 60 drops of concentrated essence of lavender. Beat all together in a mortar or strong bowl.

Razor Paste.

Jewellers' Rouge,	-	½ ounce.
Black Lead,	- -	½ ,,
Fine Suet,	- -	½ ,,

Mix well together.

To Remove Grease Stains from Clothes.

Wet the greasy part, and then rub it with stone ammonia and water.

To Remove Paint from same.

Soak the part with oil of turpentine, and then rub vigorously until it is all away.

Paste for Cleaning Brass Fittings.

Powdered Rottenstone, - ½ lb.
Oxalic Acid, - - - 1 ounce.

Mix into a stiff paste with water, and then place in a cool oven until dry ; subsequently powder it up.

Take a little of the powder, moisten it with a little oil, and smear on, then rub ; finally polish up with a bit of dry chamois leather or flannel.

List of Stable Requisites.

(Where one horse has to be kept.)

Bass Broom
Dung Fork.
2-prong blunt-pointed Fork.
Shovel.
Dung Basket.
Inside Carriage Brush.

Plate Brush.
Dandy ,,
Body ,,
Spoke ,, (rubber back).
Compo ,,
Brush for washing feet.
Curry Comb.
Scraper.
Two large (fine pored) Sponges.
Chain Burnisher.
Plate Powder.
Saddle Soap and Harness Oil Blacking.
2 Oak Wood Pails.
3 lb. box of Carriage Moons.
Bottle of Disinfectant.
Set of Shoe Brushes.
Soft and Hard Soap.
A Selvyt Cloth.
1 Pair of Knee Caps.
1 Suit of Munster Day Clothing.

1 Night Rug and Roller, or a Chase's Patent Adjustable Rug.
2 sets of Flannel Bandages.
2 ,, Cotton or Linen Bandages.
1 pair of Tail-trimming Scissors (serrated blades).
1 Pair of Clippers.
Mane Comb
Trimming Comb,
,, Scissors.
Singeing Lamp (Oil or Gas).
Corn Measure.
,, Sieve.
3 Chamois Leathers.
Head-collar, Reins and Logs.
Pillar Reins.
6 Dusters—3 flannel, 3 cotton.
Carriage Jack.
Stable Lantern.
Waterproof Driving Apron.
2 Rack Chains.

Box of Vaseline, Axle Grease, etc.
A Saddle Cloth.

The whole of the foregoing articles, of fair quality, can be obtained for about £7, or at one half second-hand. The cost of a chaff-cutter, and one or more iron corn chests may need to be added. The purchase of harness, saddle, whip, mat, etc., being usually left to the master, as may also, in many instances, that of the other articles.

THE END

INDEX.

A.

Air, 44.
Anthrax, 143.
Axle Grease, 156.

B.

Barley, 25.
Ball, How to give, 47.
Bandages, 18.
Beans, 27.
Bearing Rein, 82.
Bits, 78.
Blistering, 119.
Boot Blacking, 156.
,, Top Liquid, 153.
Bran, 29.
Brilliantine for Hair, 158.
Brushes and Brushing, 13.
Bruises, 138.
Brushing (Cutting), 110.

C.

Cape Horse Sickness, 142.
Capped Hock, 150.
,, Elbow, 151.
Catarrh, 127.
Carriage Cleaning, 122.
Carrots, 37.
Chaff, 30.
Cleaning Top Boots, 74.
Clothing, Care of, 73.
Clippers, 69.
Clipping, 15.
Corns, 115.
Crib Biting, 89.
Cramp, 130.
Curb, 148.

D.

Draught, How to give, 48.
Disinfectants, 53.
Driving, 99.
Dourine, 141.

E.

Exercising, 103.

F.

False-Quarter, 111.
Farcy, 128.
Feeding, 21-38.
Feeding Sick Horses, 121.
Feet, Thrush of the, 114.
,, Founder of the, 112.
,, Care of, 105.
Foot, Puncture of the, 112.
Foods, 21.
Forging, 109.
Furze, 34.

G.

Glanders, 128.
Grasses, Artificial, 35.
Groom's, Clothing, 75.

H.

Halters, 14.
Harness, Cleaning of, 60.
,, Mounting Cleaning of, 65.
,, Measuring for, 67.
,, Dye, 154.
, Blacking, 155.
,, Paste, 155.
Hay, 31.
Head-Stalls, 14.
Horse-Rug, Measuring for, 72.

I.

Influenza, 125.

K.

Kicks, 130.
Kicking in Harness, 84.
Knee Cap, 71.

L.

Lamp, 66.
Lime-Cream, 158.
Linseed, 28.
Linseed Cake, 29.

M.

Mange, 135.
Maize, 26.
Martingale, 83.
Megrims, 129.
Mud Rash, 136.

N.

Nose-band, 83.

O.

Oats, 22.

P.

Paste for Brass, 160.
Peas, 27.
Physic, 51.
Plate-Powders, 157.

R.

Razor-paste, 159.
Rearing, 85
Riding, Elements of, 92.
Ringworm, 135.
Ringbone, 147.
Rusty-bits, Cleaning of, 63.

S

Saddle Cleaning, 72.
,, Cloths, 77.
,, Galls, 130.
Sandcrack, 111.
Shampooing, 10.
Shaving Cream, 158.
Shoeing in Winter, 107.
Shying, 88.
Side Bone, 149.
Singing, 15.
Sitting, 86.
Spavin, 146.
Speedy Cutting, 134.
Splint, 145.
Sprains, 138.
Stable Cleaning, 58.
Straw, 33.
Stumbling 87.
Summer Clothing, 70.
Surra, 140.
Swedes, 36.

T.

Teeth, Care of, 152.
Treatment of Horses on Board Ship, 117.

V.

Ventilation, 44.

W.

Washing, 9.
Watering, 40
Waterproofing for Boots, 157.
Weaving, 89.
Wheat, 25.
Wind Sucking, 91.
Winter Clothing, 70.
Wounds, 137.

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Press Opinions on

The Curse of Central Africa.

"It would be affectation to deny that the appearance of the present volume has not been awaited with considerable interest and curiosity by the increasing numbers of people in this country who have become painfully sensitive on the subject of our national responsibility for the existence, and consequently for the actions of the Congo Free State. For some years past, charges more or less definite have been made against the officials of the local administration in Africa, involving not merely an utter disregard of the rights of property of the natives, but the most callous and inhuman contempt for life. The higher officials, both on the Congo and in Brussels, have been charged with complicity in the crimes of their subordinates, partly by reason of their neglect to detect and punish the atrocities committed by their agents, and partly because these crimes are, it is alleged, the direct and necessary result of the policy adopted and sanctioned by the State for the exploitation of the natural products of the country. To these charges the official answer has been a general denial of their accuracy, with a plea that it is impossible altogether to avoid misconduct on the part of agents serving under peculiarly trying conditions, remote from the central authority, and therefore difficult to control; but that wherever specific acts of misconduct have been brought home to any particular officer, steps have at once been taken to bring him to trial, and that when he has been found guilty he has been punished with the utmost severity. It has further been the custom of the Free State and its apologists to weaken the effect of the charges brought against it by suggesting that when made by former officials they are advanced for interested motives. The volume published to-day is the joint work of a former officer in the British Army who was, for two periods of three years each, in the service of the Free State, and of an American citizen who was also at one time in the service of the State, and subsequently revisited the Congo as an agent of one of the commercial companies in which the State authorities hold half the share capital. We gather, however, from a long introduction signed by Mr. J. G. Leigh, that the writer of the introduction has had a considerable share in the production of the volume, which, unfortunately, bears signs of its composite authorship. On a cursory examination, at least, we have not found it always easy to distinguish whether it is Captain Burrows or Mr. Canisius who is the narrator, due, probably, to defective

arrangement of the material. It is also much to be regretted that the photographs should have been so very badly reproduced that they are in several instances quite useless for the purpose which they are avowedly intended to serve. But these matters, though by no means unimportant in what is intended as a formal indictment of the methods employed by the Congo State Administration, are defects of form rather than of substance, and it is in the material parts of the indictment that the real interest of the volume will be found. It has been suggested that the statements made in the book may probably form the subject of investigation before a court of law. We do not know how far this suggestion is likely to be realised, but in any case, we do not propose to anticipate the result of such an inquiry, should it be held, by discussing in detail the evidence which is adduced by the authors in this volume. Without committing ourselves to the opinion that an English court of law, with its very rigid rules of evidence, is the best tribunal for conducting an inquiry which must necessarily, if it is to be at all exhaustive, cover a very wide field, we may point out that we have always strongly urged the imperative necessity that an inquiry should be held into the appalling charges made against the Congo Administration. That view has been further strengthened by an examination of the volume now under review. Some of the charges here made, with a particularity of names and dates which enables their accuracy to be put to the test, are of so atrocious and appalling a character that the mind instinctively revolts at the idea that a civilised country can have produced monsters capable of the deeds alleged to have been committed. It is simply impossible that these charges can remain without investigation. The Sovereign of the Congo Free State cannot ignore them; nor can the Governments responsible for the creation of the Congo Free State decline to recognise their responsibility in this matter. Moreover, it is not sufficient to attempt to discredit the authors because they both appear to have been willing to re-enter the service of the State for a further term. In the introduction Mr. Leigh quotes some correspondence which passed between Captain Burrows and the Congo Administration, and between Mr. Canisius and the Administration. We frankly confess that we do not like the idea that, with the knowledge they had of its methods, Captain Burrows and Mr. Canisius should have been willing to re-engage themselves in the service of the Free State; but, as we have said, that circumstance in no way detracts from the necessity for a full, public, and impartial inquiry into the charges now publicly made against the Congo Administration, for if those charges are well-founded, they

constitute not merely an outrage on the conscience of the civilised world, but a menace to the future work of every European Power which has taken on itself the responsibility for the good government of any portion of Equatorial Africa." —*Morning Post.*

"Messrs. R. A. Everett & Co. publish 'The Curse of Central Africa,' by Capt. Guy Burrows, with which is incorporated 'A Campaign amongst Cannibals,' by Edgar Canisius, the volume being marked 'Second Impression,' for reasons which are not completely explained in the introduction from the pen of Mr. John George Leigh. It it stated in the introduction that legal proceedings have been threatened on behalf of the Congo State by Sir Hugh Gilzean Reid, whose name is twice misspelt. We may say at once that the introduction and also the portion of the book which is from the pen of Mr. Canisius, an American, contain detailed statements with regard to a well-known Belgian officer, Major Lothaire, which might be made the basis of legal proceedings in our courts. Many of the Belgian officers who are named in the volume are beyond all doubt men whose shameful and shocking proceedings could not possibly be defended before an English jury. But the case of Major Lothaire is different. He is not without friends and admirers, even in this country, and although he became unpopular here after he shot Stokes, yet Stokes was not above reproach, and there is a Belgian side to that transaction. If it is to be established that the statements in the volume before us are in any degree exaggerations, it is by Major Lothaire, we think, that such proof can possibly be offered. The true case against the Congo State is made by Mr. Fox-Bourne in an admirable book which we recently reviewed, and it is doubtful how far it is strengthened by the more detailed and much more sensational statements put forward in the present volume upon evidence which may or may not be sufficient. The book is an odd one in its construction. Capt. Guy Burrows begins, as it were, in the middle of his story, for he merely states in his first paragraph that 'at the expiration of a year's leave . . . I left Antwerp on the 6th of June, 1898, to resume my duties as Commissioner.' His contribution to the volume is followed by that of Mr. Canisius, but it is not clear at what point this second section ends, nor who is the author of the last part—which is political, and follows Mr. Fox-Bourne, Mr. E. D. Morel, and the Belgian writers who have published accounts of the Congolese administration. The book may be lightened for the general public, and especially for those of them who are fond of horrors, by the photographs, some of which have

already appeared elsewhere, though all are not of a nature to create confidence. The first photographs, after the portraits of Capt. Burrows and the Sovereign of the Congo State, are two which face each other, but one is merely an enlargement of the other, apparently inserted for some purpose of verification which is not clear. This photograph bears signs of having been touched, and therefore strikes a note which is unfortunate. It is also an unhappy fact that the authors will set against them a good deal of opinion which ought to have been on their side, on account of the statement, in the Burrows part of the book, that many of the missionaries are men who have resorted to the Congo State 'with a desire to escape unpleasant consequences resulting from some form of indiscretion or other.' Many of the missionaries in the Congo State are men of the highest repute in their religious bodies. To some of them we owe the most complete and the most trustworthy exposure of the horrors of Congolese administration which has been made. It is the case that much has been said against the missionaries for having given countenance to the proceedings of the King of the Belgians. Those who, like Mr. Thomas Bayley, M.P., in a recent speech to a Baptist gathering at Nottingham, have felt it their plain duty to censure the conduct of missionaries of their own denomination, will find their hands weakened by the unjust and unfair charge here made by Capt. Burrows. What can be truly said is bad enough. In reply to Mr. Bayley, a gentleman was sent down, apparently from the headquarters of the Baptist missions in London, to state that the Baptists could not but be grateful to the King of the Belgians, who had reduced by fifty per cent. the taxation upon their missionary property, and that the recent deputation to Brussels to express confidence in the humanity of the King was justified by this reduction. A more terrible admission we have never known. The contribution of Mr. Canisius to the volume is thoroughly deserving of attention, and, as he is evidently a serious observer, we note the inaccuracy of his statement that 'the African, as a general rule, is not suitable material for the making of a good soldier.' This is supported by a reference to 'the scandalous conduct of some of the negro regiments of the United States.' The last allusion is to circumstances unknown to us. We had always heard and believed that the Government of the United States had had reason to congratulate itself upon its black troops, both in the Civil War and in the recent war with Spain. Undoubtedly, however, African regiments, recruited with care, have produced admirable results, and the French Senegalese levies are among the best troops in the world, as are the Egyptian Soudanese. The index is feeble, and we note the

misprint of Wa*n*ters for the well-known Belgian name of Wa*u*ters.—*Athenæum.*

"Following Mr. Fox-Bourne's 'Civilisation in Congoland,' which we noticed on its appearance, this volume should serve, if anything will, to make English readers realise the appalling state of things that prevails in Central Africa. Captain Burrows was formerly in the service of the Congo State, as was Mr. Edgar Canisius, whose experiences among the cannibals are incorporated with the Captain's narrative. In addition to the verbal record, the imagination of the reader is assisted by reproductions of photographs of barbarities that have taken place. The result is a compilation of descriptive and pictorial horrors that no healthy-minded person would turn to except from a sense of duty. But for all who can do anything to influence public opinion that duty exists, for the driving home of the facts must precede any hope of effective action. With the main heads of the indictment against the Congo Free State those who take any interest in the question are already familiar. Its agents are paid by commission on the rubber and ivory produced from their several districts, and no inconvenient questions are asked or effective restrictions laid down as to the treatment by which the natives are made to serve the most lucrative purpose. Agents guilty of misdemeanours in the Congo are, as Captain Burrows puts it, 'liable to be prosecuted only by a Government which indirectly employs them, and is likely to benefit by their offences'—the result of which ingenious provision for 'justice' can be easily imagined. As a matter of fact the natives are exploited with an unscrupulous barbarity happily without known parallel. The callousness with which white people regard their black fellow-creatures belongs more or less to every nation, but Captain Burrows has come to the conclusion that 'not the worst can be accused of such systematic, comprehensive and cold-blooded misdeeds as those which during the past fifteen years have made of the Congo State a veritable charnel-house.'

"Of the Belgian officers who have so active and responsible a share in these cruelties, Captain Burrows speaks in quite unflattering terms, apart from their treatment of the blacks. 'Arrogant,' 'ill-bred,' 'cowardly' are some of the epithets which he applies to the type; and they are represented as taking delight in the infliction of pain and humiliation on any one in their power, including their own countrymen. If this be so, it makes it necessary to take with qualification Captain Burrows's frequent suggestion that it is the system rather than the men that must be held responsible for the Congo atrocities;

whereas his picture of the men would seem to show that, whatever the system under which they worked, they would turn it to barbarous use. This tendency to make the system share the blame appears even in what is said of the notorious Major Lothaire :—'The system of butchery which has been inaugurated in the Mongalla concession is directly traceable to him, although he has always been sufficiently wily not to place any written proof of this where it could be brought against him. . . . His hasty and despotic treatment of the blacks, as shown in the massacre at Bau, had due effect upon his subordinates, by whom he has been regarded as a hero since the day he lynched a British subject, Stokes, a white man. . . . It is, however, mere justice to add that Major Lothaire is a brave, usually even-tempered, and, I firmly believe, not naturally hard-hearted man. For many of his faults and much of the ill that he has done, the system of the Congo must be held primarily responsible.'

"One of the first and most natural questions to be asked is, How far does the influence of missionaries avail to lessen those awful evils? And the answer, at least as given by Captain Burrows, is disappointing. We need not quote at length his personal opinion of the missionaries he has met in the Congo. Of some he evidently thought highly; others he writes down as 'weak-chinned and the wrong men for the work'; others, again, he does not hesitate to describe as 'rank.' But, taking the men as they are, what have they done for the protection of the natives? According to what we are here told, practically nothing. Incidentally, they may do something to ameliorate the condition of those around them, but on such vital matters as the collection of rubber and ivory and forced recruiting, they are powerless. 'They are fairly in the toils of a most immoral corporation, and they are obliged to frame their actions according to its dictates. They have no option in this matter. If they became in the least degree troublesome; if they denounced a single one of the crying evils that surround their daily lives; if they taught the native the iniquity of the conditions under which he is made to live and groan, they would soon cease to be missionaries in the Congo State.'

"It is possible that this picture of missionary impotence is overdrawn, but it is best that Captain Burrows's view of the case should be widely known amongst the friends of missions. Many would be ready to say that acquiescence in nameless cruelties is too great a price for religious teachers under any circumstances to pay; but one effect of the publication of this book will probably be authorised statements from the missionaries' point of view, such as that by the Baptist Missionary

Society, which we give elsewhere. As to whether anything can be done to improve matters, Captain Burrows indicates his own opinion with sufficient clearness. Belgium ought to be deprived of the government, and the Congo partitioned amongst the three principal Powers possessing adjoining territory, viz., England, France, and Germany. This, of course, is easier to put on paper than to perform in practice; but the Powers which sanctioned the creation of the Congo State at the Berlin Conference of 1885 cannot shake off their responsibility for what has happened. Failing action on their part, civilisation, to say nothing of Christianity, will continue to see Central Africa made a shamble in order that the Belgians may 'gather' rubber at a fabulous profit. As a parting gleam of light, and as showing that something can be done by a humane official, we may mention that, when commissioner at Basoko, Captain Burrows succeeded in suppressing the flogging of women. He declares that he has evidence to prove that before his arrival half-a-dozen women were flogged every day."—*Christian World.*

"As the first edition is marked 'Second Impression,' it may be presumed that this much-talked-of volume has been toned down since the publisher was threatened with libel actions, and that some of the passages included for the 'first impression' have been prudently cancelled. The volume, as we have it, at any rate, makes fewer attacks on individuals than we were led to expect. It does not for that reason lose any of its value as an impeachment of the methods of Congo State administration. In some other respects, however, it is disappointing. Though Capt. Burrows's name appears as its principal author, about half the volume consists of 'A Campaign amongst Cannibals,' contributed by Mr. Edgar Canisius, and with both writers' compositions Mr. J. G. Leigh, the editor, admits that he has taken great liberties. He has 'ventured to modify' Capt. Burrows's work 'as originally planned and completed,' and he leads us to suppose that he has practically written, or re-written, all Mr. Canisius's chapters, besides supplying the lengthy introduction which he signs. Even if in this way the literary quality of the book is improved, its authority is weakened as a record of first-hand information. It is unfortunate, moreover, that both writers should have to admit that, after several years' service under the Congo Government, and experience of the abominations in which, as servants of the State, they had to take part, they were willing to renew their occupations, and have only made their disclosures now that their offers have been rejected. Whatever defects may be found in the book, however, it affords very valuable confirmation of charges that have re-

peatedly, and within the past few months with special emphasis, been brought against King Leopold and his agents. Capt. Burrows spent six years in various parts of the Congo, principally in the regions near Stanley Falls, where, according to Mr. Leigh, 'he fulfilled the very repugnant duties imposed upon him by his official positions to the entire satisfaction of the authorities,' and it must be set down to his credit that he appears to have done whatever little he could in lessening the evils that he could not prevent. The Balubas, 'a docile and interesting people,' with whom he came in contact while he was in charge of the Riba-Riba or Lokandu station, far beyond Stanley Falls, seem to have been especially befriended by him. 'About this time,' he tells us, 'large numbers of Baluba slaves commenced to arrive at my post, frequently 300 in a batch. These people had been captured by the commandant, and carried off to work as slaves in the stations and on the plantations of the State. Many died of hunger and exposure, and quite a number, too sick to proceed, remained at the post. Those whom I succeeded in curing continued at Lokandu during the rest of my stay, and were employed on the plantations and other work. By treating them kindly I gained their confidence, and on moonlight nights they would sing for me their native songs and dance the Baluba dances.'

"His labours as a State slave-driver must certainly have been irksome. He says: 'Nearly all the disputes among the natives and the followers of the Arabs are caused by mutual slave-stealing. Much of the time of the post commanders is devoted to these disputes, for no sooner does a slave run away than his master sets off at top-speed from the station to inform the white man. "Master, my slave has been stolen!" he cries. "Send quick your soldiers to bring him back!" Half an hour is required for the interrogation of the excited slave-owner, generally with the result that he admits that the slave had run away, but that So-and-So is harbouring the fugitive in his village. To the latter, therefore, a soldier is sent, with instructions to bring to the post both the slave and his protector. A court is then held, and if the claimant is proved to be the runaway's owner, the man is forthwith handed over. By an unwritten law, and under pretext of respecting *mœurs indigènes*, the slave system is rigorously upheld by the officials of Bula Matari.' Against two of his Belgian associates Capt. Burrows brings charges that are especially grave, and in the case of one they are supported by translation from the *procès verbal* of the inquiry which he conducted early in 1901. The allegations are that, in one instance, the culprit handed over a native who was obnoxious to him to other

natives, telling them to eat him ; that, in another instance, he caused one of his 'boys' to be 'beaten with blows of a bludgeon by the work-people till death ensued' ; that, in other instances, he caused the chief of a village and a dozen prisoners taken from another village to be killed, and gave the corpses to a rival chief as luxuries for one of his feasts. In other cases, again, this official handed over to two neighbouring chiefs several prisoners from various villages 'as payment.' 'He gave me,' according to the testimony of one chief, 'six men and two women in payment for rubber which I brought into the station, telling me I could eat them, or kill them, or use them as slaves—as I liked.' This Belgian, however, had gone to Europe before the investigation took place, and we hear nothing of any punishment being accorded either to him or to any of the other offenders of whom Capt. Burrows had to complain.

"Mr. Canisius's 'Campaign amongst Cannibals' is a painful story in seven chapters, dealing as it does with some of his experiences under Major Lothaire during the Budja revolt of some two years ago. The cruelties and atrocities here recorded are, of course, none the less terrible because Mr. Canisius took them all in his day's work. But somehow it is difficult to attach all the importance that perhaps it deserves to the testimony of so callous an authority. 'The cruel flogging of so many men and boys would probably have had a peculiar effect upon a new-comer, but I was in a measure case-hardened,' we read on one page ; and on another, 'To be quite candid, I was, on the whole, by no means disinclined to accompany the column, for I much desired to witness the operations which were to be conducted with a view of compelling the Budjas to accept the benefit of our rubber regime.' A great many more Congo atrocities than the body of the book reports are catalogued by Mr. Leigh in seven pages of his introduction, but this summary is too bald and unauthenticated to be of much weight. Mr. Leigh is probably responsible for the chapters in which some account is given of the history and general arrangements of the Congo State, but in which nothing new is told, and there are numerous grave inaccuracies. On one page we are told that the Congo State has an area of 1,000,000 square miles, and a population of 40,000,000 ; and in another that the whole Congo Basin, of which the Congo State occupies only about two-thirds, 'comprises some 800,000 square miles and a population variously estimated at from 8,000,000 to 27,000,000.' Of the Abir Company, again, we read in one place that 'it is only fair to say that, so far as the present writer is aware, no allegations of ill-treatment of

the natives have ever emanated from the districts where the Société Abir conducts its operations,' and in another that 'the now notorious Abir has had a record scarcely less scandalous than that of the Mongalla Company,' better known as the Société Anversoise. It is extraordinary that such self-contradictions could escape the authors, to say nothing of the publishers' readers. They enormously detract from the importance of the book. It undoubtedly contains some materials of value. But these are greatly impaired by the failure clearly to understand that in a work of this character, in which credibility is everything, strict accuracy in regard to detail is the first, second, and third essential."—*Morning Leader.*

"'I pray,' said Prince Bismarck, in 1885, speaking of the new Congo Free State, 'I pray for its prosperous development and for the fulfilment of the noble aspirations of its illustrious founder.' It was with a burst of missionary enthusiasm that the Powers represented at the Berlin Conference in 1885 handed over a million square miles to the care of Leopold, King of the Belgians. The ostensible object of the new Belgian administration was to carry the light of civilisation into the dark places of Central Africa, and to suppress the slave trade; it undertook to 'assure to all nations the advantages of free navigation,' and to further 'the moral and material well-being of the native populations.' Europe has been too busy with its own affairs to put the question: 'How has this trust been carried out?' But the question is answered with alarming clearness in a book which appears to-day, chiefly from the pen of Captain Guy Burrows, with a chapter by Mr. Edgar Canisius. 'The Curse of Central Africa' is a vehement, uncompromising indictment of the whole system of administration by which the Congo Free State is governed. It confirms, with a definite array of facts, names, and dates, the rumours which have continually come to England during the last few years, but which have not unnaturally been regarded as extravagant and incredible.

"Captain Guy Burrows has served for six years in important positions under the Congo Free State. His book, which Mr. R. A. Everett is now publishing, is a plain, vigorous piece of writing, purporting to set down his own experiences in the Congo, and what he actually saw of the methods of government, the treatment of natives, and the 'opening-up' of the country. At a dinner given recently to Captain Burrows, his statements were confirmed by Mr. Edgar Canisius and Sous-Intendant Hoffmann, who have both lived for many years in the Free State, and by Mr. John G. Leigh, who has also had

some acquaintance with the country. When we recall the stories that have so often reached England before, and the scandals that have from time to time made a stir even in Belgium, this additional and more definite information leaves no room for doubt. The Free State Government, directly responsible to King Leopold alone, must be regarded as a stupendous trading company, owning what is virtually a monopoly, and armed with the power of life and death over its employees. The government is carried on by means of a military force—La Force Publique—an army recruited by compulsion, and serving a long term of years. This army is mainly fed by supplies which the inhabitants of the surrounding neighbourhood are compelled to bring in. The staple products of the country are india-rubber and ivory ; and it is the duty of the Government officials to extort from the natives the largest supplies that can be obtained. A native chief is informed that he must send in a certain quantity of rubber within a given time (there may or may not be a nominal payment) ; if the rubber does not arrive a punitive expedition is undertaken, and a village may be burnt, the men killed, and the women taken away to do the work of slaves. 'In the days of Tippoo Tib and the Arab dominion,' says Captain Burrows, 'thousands of natives were killed or carried off into slavery ; but I venture to say that no Arab chief ever managed the business on so vast a scale as some of the officials of the Free State.' The employment of forced labour, slavery in all but name, and that under the most degrading circumstances, is part of the system of the country. Captain Burrows's book reproduces photographs showing native chiefs in the act of being tortured, and Belgian officers looking on approvingly. A certain proportion of the rubber and ivory exacted from the natives is part of a District Commissioner's income. 'Considering that the very duties of the men involve the perpetration of acts of cruelty, and that they are daily familiarised with deeds which are unspeakable and indescribable, it will be agreed that it is not the man but the system which is deserving of censure.' The State is one 'whose very conditions of service include the incitation to commit what must be morally called a crime.' Notorious offences against life and property are winked at by officials, and disregarded at headquarters. The whole State, the Executive at Boma, the Government in Brussels, cannot be acquitted of participation in a system which is rapidly organising corruption and degrading the natives, and has long since stultified the magnificent promises of King Leopold and Bismark.

"This is the account which Captain Burrows gives from his

own personal experience of the Congo. And we must congratulate him on coming forward to say what others—including, we fear, the Baptist Missionary Society—have shrunk from saying. Captain Burrows is entirely free from the accusation of sensation-mongering. His book is a cold, clear exposition of hard facts. It reveals a terrible state of affairs ; and it does so without any appeal to emotion. We see a system of government which would have been a scandal in the worst days of Republican Rome. We see the Government of a neighbouring civilised Power, to which the Congo was given in trust by the combined action of the Powers, directly responsible for that scandal. If nothing else can be done immediately, the facts shou'd be made known ; the Belgians must be made to understand what is going on in the name of their Sovereign ; Englishmen must be enlightened, because they, with the other Powers, agreed to hand over the Congo to King Leopold. As it is, everything has been done to conceal the facts. The Belgian Press has been gagged, and, through the medium of English Courts, attempts have been made to secure an injunction against the publication of Captain Burrows's book. It is surely curious that, whilst we are at liberty to criticise the direct representatives of the King in England, a foreign Government, to hide its own shame, should be able to threaten the freedom of the English Press. Yet we must not only insist—it is an important point—on the right to ventilate such questions as this, but also point out that, as long as the present Government remains in power, it is the only way of securing reform in the Congo. After all, it is the Belgians who are, in the first place, responsible for enormities which are being committed by Belgian citizens. We do not believe the moral sense of Belgium is at such a low ebb that, if it were fully aware of the horrors of the Congo, it would really tolerate their continuance. But meantime the responsibility of England remains ; she was a member of the Conference of Berlin ; her trading interests in West Africa are at stake ; and the condition of free rights of trade to all countries has not been kept. The atrocities committed in the name of civilisation are even worse than those in Macedonia ; whilst the responsibility of England is greater. And though the victims in one case are barbarians, and in the other case are Christians and Europeans, the facts make no difference to a question, not of faith, but of humanity. But to influence public opinion in Belgium should not be the only remedy. Our own Government should formulate questions on the subject. Captain Burrows suggests another Conference of Berlin, which should divide up the Congo country between Germany, France, and England. We scarcely think this is

practical politics. We have not much reason to expect great results from a Concert of Europe, and though it was easy for the Berlin Conference to vote away the Congo country, it would prove much harder to get it back again. But the reign of slavery and horror revealed by Captain Burrows cannot be accepted as a permanent shame to European civilisation. It is perhaps idle to hope for actio from the present Ministry—a Ministry whose interest in labour, black or white, is sufficiently indicated by their attitude in regard to the Bethesda scandal—but Captain Burrows's record cannot fail to effect reform through some channel."—*Daily News.*

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PRESS OPINIONS.

"In acquaintance with the details of all the forms of sport presented by the district of the Broads the author of 'Shots from a Lawyer's Gun' can hardly be rivalled, and, with the knowledge he possesses, a succinct guide to the locality might easily have been produced. As it is, he has given us a number of articles which have appeared from time to time in various periodicals, and although the volume in which these have been collected is well worth reading, especially by visitors to Norfolk and Suffolk, we think that it might have been materially improved by a little more pains. For those who enjoy angling for 'coarse' fish the information given will undoubtedly prove useful, especially the appendix on the origin and application of the fishery laws, the by-laws for the control of pleasure and other boats, tables of tides, distances, etc. An interesting chapter is devoted to the management of 'decoys,' by which is meant the exhibition of either living or imitation ducks to attract wild birds within reach of the sportsman's ambush; also on approaching birds by the aid of a canvas body representing a horse or an ass, the illustrations of this being very amusing. In fact, all the productions of Mr. Everitt's pencil show considerable power, and some of the vignettes are beautiful. On the whole, the book is pleasantly written, and the account of yachting on the Broads, with illustrations of the competitors in the regattas, is admirable. The index also leaves nothing to be desired."—*Athenæum.*

"We know of no work, old or new, which fulfils its own purpose so thoroughly. It is a book which appeals primarily to the sportsman, but no one who loves the Broads merely from an artistic point of view can fail to find interest on every page. A volume crammed with accurate information and delightful anecdote."—*Times.*

"Mr. Everitt's book contains a great deal of information on the sport to be got among the waterways and lagoons of the Eastern Counties, which are generally spoken of as the Norfolk Broads. In this very attractive part of East Anglia about two hundred miles of waterway and four thousand acres of lagoons or inland waters are open to the yachtsman. Wherries, with comfortable, and racing yachts, with uncomfortable, accommodation may be hired at Norwich, Wroxham, and other places, at the most reasonable charges. The shooting and the fishing on the Broads are for the most part open to everyone. If the wildfowling is not what it was, great catches of perch, bream, and, in the winter, pike may still be made. Portions of Mr. Everitt's book have already appeared in the *Field* and similar newspapers, and now that they are put together, want of order and some repetition rather spoil the book as a whole. In some five-and-twenty chapters he discourses on pike and eel fishing; yachts and yacht racing from 1800 to 1900; shore shooting and punt gunning; the use of decoys and duck shooting. Other chapters deal with various districts of the Broads, or describe particular expeditions. There is a great deal in the book that is useful and interesting to anyone who is planing an excursion, and on the coarse fishing and wildfowling the author writes with knowledge gained by experience. But the reader must not expect a book of any literary merit. The style is inclined to alternate between the high-flown and the facetious of the local guide-book. If scientific names are used, they should be used correctly, and we may point out that the bearded tit is not now called by naturalists *Calamophilus biarmicus*, nor is the Latin name of the dabchick *Mergus minor*. Some persons may also think that there are too many references to frequent and liberal potations from the beer-jar and the whisky bottle."—*The Spectator.*

"'Broadland Sport' is a very readable and interesting book, but not more so than a score of others which we have had the pleasure of receiving during the last twelve months. Good shooting of all kinds is still to be had in Broadland; and wherever the game is preserved and the shooting is to be hired, no one on the lookout for some good mixed ground could do

better than make inquiries on the East Coast between Yarmouth and Southwold. The Broads themselves and the reed beds will supply any number of wild fowl, besides first-rate pike and perch-fishing; the woods and the osier beds will hold plenty of pheasants, hares, and woodcock, while on the adjoining stubbles, turnips, and heather, some of the best partridge shooting in England, of the old-fashioned kind, is to be had. The marshes should yield abundance of snipe, and the gorse-covered sand-banks ought to be peopled with rabbits. Such a sporting Paradise may still be picked up in Broadland, if you like to pay the price. But as game and wild fowl are not nearly so plentiful as they used to be, while the demand for them is much greater, a really good shoot in this highly-favoured region has now become an expensive luxury. There is still, however, a considerable extent of fairly good open shooting to be got, though many places once famous for it have now sadly deteriorated. The fate of Oulton Broad may stand for several more :—'In days gone by there were several inhabitants in the quaint little waterway village who gained their sole means of livelihood from fish and fowl. That was before the railway came and before steam drainage mills were heard of, and a Cockney would have been considered daft had he then thought fit to appear in the regions of Broadland in the costume and general rig-out which is now no longer strange to the quiet dwellers in this out-of-the-way corner of Old England. Drainage was the first great blow to sport, steam and railways the next, then the breech-loader, and finally the invading host of would-be sportsmen, all eager to kill something. Year by year the water-birds have diminished in number, and by degrees they desert the more frequented rivers, streams, and broads until on many of the more public waterways there is hardly an edible wild water-bird per hundred acres. Oulton has suffered most in this respect. We do not suppose there is a public shooting water in Norfolk or Suffolk which has been so harassed. Often are seen pictures in the London illustrated papers entitled, "Wildfowling on Oulton Broad," wherein the artist depicts a shooter sitting on the bottom of a punt, in the reeds, with his waterman holding an anxious-looking retriever by the collar. Overhead are flying streams of mallard and wild-duck, and the envious looker-on anticipates that at least a score will grace the bag before the shooter returns to breakfast. What a myth! What a snare and delusion! Years gone by such a picture would not have been an exaggeration, but now things are sadly altered, and if the shooter killed one couple of mallard during the month of August on Oulton Broad, he would be considered fortunate.' Horning Ferry, on the river Bure, must be one of the most

charming spots in Broadland, whether we are in love with the perch or the picturesque. The shooting is very strictly preserved, though duck may be got from a boat. An idea seems at one time to have prevailed that anyone being on the river might shoot anything crossing it, a delusion which is still cherished in many parts of England. The river Bure, from Horning to Wroxham Broad, runs through the heart of a highly-preserved game district, and keepers are always in hiding among the reeds or alders on the bank. Woe to the unlucky wight who knocks over a pheasant within sight of one of these sentinels! The raparian owner claims the soil of the river, and the 'poacher' will meet with no mercy from the Bench of Magistrates; nor is there any reason why he should. Pheasants are reared at a great expense, and are practically as much private property as chickens. The chapters on yachting and on otter hunting will be full of interest for the lovers of such amusements. But as they are not peculiar to Broadland, we need not include them in our notice."—*The Standard.*

"We have already reviewed Mr. Nicholas Everitt's work on 'Broadland Sport,' but the two chapters on yachting 'During the Past' and 'During the Present' form such a special feature that we are glad to notice them apart. These chapters, occupying about 70 pages, really contain a history of yachting in the Broadland district during the last hundred years. As Mr. Everitt says, yachting 'is a sport in which all can indulge, from the millionaire in his luxurious steam yacht to the gutter-snipe in a wash-tub; there is plenty of room for everybody without being obliged to rub shoulders with everybody.' Room there must be for many a long day, seeing that in Broadland proper there are 200 miles of waterway, comprising over 4,000 acres of open water. Our author points out that the old 'water frolics' were to be remembered more as jollifications than by reason of the sailing capabilities of the boats. The patriarch of all Broadland boats was the *Augusta*, built about 1755, and she is said to have retained all her old material up to 1867, while as late as 1885 she made the home of an artist near Buckenham Ferry, who was wintering in the old craft. Our summary of Mr. Everitt's history must needs be brief. From 1800 to 1850 there was little development in Broadland pleasure craft, but from 1850 to 1870 marked improvements took place in speed, appearance, and comfort. But the *Maria*, built of heart of oak in 1834, had a notable record as a successful racer. Bought by Sir Jacob Preston in 1837, it is rumoured that at his death in 1894 he left by will a provision sufficient to preserve this veteran in good order and up-keep for all time.

"The lateeners were long the fastest racing craft of Broadland, one of the most successful being the *Waterwitch*. 'Ter *Worterwitch*,' said an old shipwright, 'wor lornched the daay Pointer fought the Black on Mussel 'Eath,' whereby the date was fixed as 1818. There is a slight error here. The fight, 12th May, 1818, was between Cox, blacksmith, and Camplin, a weaver, and Ned Pointer seconded Camplin. Cutters became more fashionable in the fifties, but from 1840 to 1869 the ideal model of a racing boat is described as 'a cod's head bow with a mackerel tail.' Mr. Everitt gives a vast amount of detail concerning many notable craft, for in his index the names of no less than 171 yachts are given, from the *Ada* to the *Zingara*, but we miss any allusion to Mr. Suckling's *Marmion*, built upon his estate at Woodton in 1828, and considered a very beautiful yacht in her time. Perhaps, however, she was not kept upon the local waterways. The Norfolk and Suffolk Yacht Club, founded in April, 1859, obtained Royal patronage and the prefix Royal 16th February, 1867. With the establishment of this club, yacht racing, not feasting, became the main object of the various regattas, and the term, 'water frolic,' rapidly died into disuse. The first ocean yacht race of the club came off 29th June, 1867, from Harwich to Lowestoft; but, we are told that for several reasons the East Anglian coast is not a good one for yachting. The Yare Sailing Club, formed in 1876, has had a very prosperous career, and pleasure wherries came into vogue about 1880. In the chapter on 'Yachts and Yachting during the Present—1880 to 1900,' Mr. Everitt brings his subject virtually up to date, and here we learn that the 'Great Yarmouth Yacht Club' was founded in 1883, the 'Broads Dinghy Club' in 1895, and the 'Waveney Sailing Club' in the same year. In this last the chief prize-winner is the *Unit*, designed and built by Mr. W. S. Parker, of Oulton, long a dredger in Lowestoft Harbour, working twelve hours a day, yet making time, on week-days alone, to construct this craft, which is still 'Cock of the Walk' at Oulton Broad. These yachting chapters are embellished with very numerous illustrations, and a list of the more important annual fixtures will be found very useful. 'The motor craze,' regretfully remarks the author, 'has now found its way even to these peaceful and secluded haunts, and launches of all shape, size, build, and method of propulsion are to be daily met with.' We are inclined to suggest that this yachting section might well be issued in a separate form. Meantime we note that the first edition of Mr. Everitt's book is exhausted, and a portion of the second impression has already been sold."—*Eastern Day Press.*

"In the preface to 'Broadland Sport,' Mr. Nicholas Everitt

modestly disclaims the title of artist-author: the value of his book, though it certainly smacks more of actuality than of art, is increased rather than diminished by the occasional amateurishness of its author, for this very amateurishness stamps it far more as a true record than any polishing or elaborate phrase-making could have done. Something of the guide-book, something of the sportsman's diary, something of the would-be sportsman's handbook, it forms a complete, lucid, and welcome exponent of the sports and pastimes practised on or around the lagoons, waterways, and marshes of East Anglia, and at the same time is replete with hints that will serve the sportsman in all lands. The two chapters devoted to yachting are quite a feature of the production, tracing as they do its origin and gradual development, and giving details of every boat of importance launched during the last hundred years, the history of every yacht club, the supporters of yacht-racing, and much matter concerning the owners of racing-yachts. Mr. Everitt is evidently as keen about the sport of Broadland as Mrs. Battle was upon her particular pastime, but his enthusiasm is kept well within bounds, and he is never too assertive. He might with safety, had he been so minded, have parodied Van Troil's famous six-word chapter on Snakes in Iceland—'There are no snakes in Iceland'—with a page headed 'Concerning Broadland Sports Undealt with in this Book'—'There are no Broadland sports undealt with in this book.'"

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